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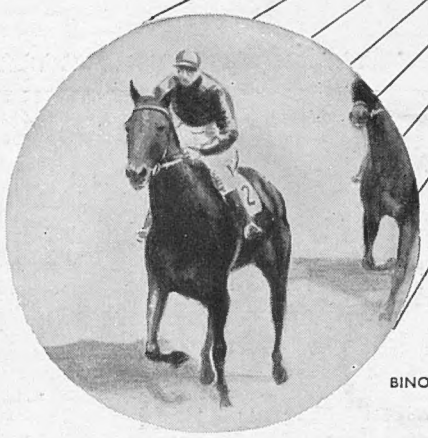

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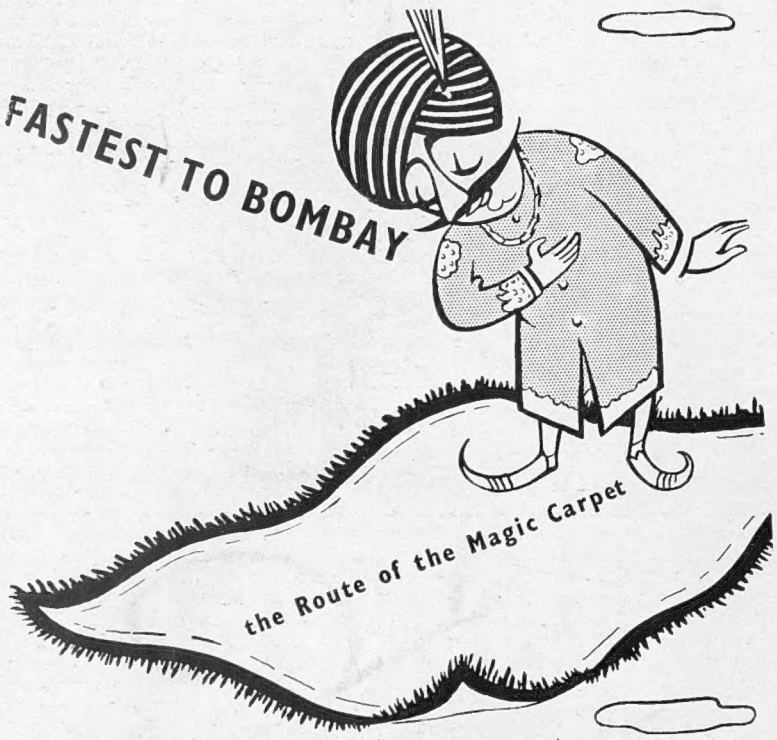

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Volume CXCV No. 2540 The SPHERE, London, October 9, 1948

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

DEBATING A PERIL WITHOUT PARALLEL IN HISTORY—MEMBERS OF THE UNITED NATIONS POLITICAL COMMISSION MEETING AT THE PALAIS DE CHAILLOT, PARIS, TO CONSIDER THE REQUEST THAT THE ATOMIC ENERGY COMMISSION SHOULD PUT ITSELF IN LIQUIDATION : Coincident with the meeting came Russia's dramatic reversal of policy which might possibly give the Commission a new lease of life, and which calls for two simultaneous conventions on the prohibition of atomic weapons

Last week-end brought major developments in the General Assembly of the United Nations, Mr. Vishinsky declaring the readiness of the Soviet Government to sign two simultaneous conventions on the prohibition of atomic weapons and subsequent control by an international agency, an almost complete reversal of the views he was expressing only twenty-four hours before. The Soviet Deputy Foreign Minister thus lifted the impasse confronting the United Nations debate, and it would seem that after two years of argument, during which the Atomic Energy Commission has been seeking a formula for international control, there remains a faint prospect of success. Others interpreted Mr. Vishinsky's approach as another piece of "subtle Oriental manœuvring" designed to play for time. The majority members of the Atomic Commission have always considered that there should be atomic control from the mines upwards, but the Soviet Union seems to consider the plan inimical to sovereign rights

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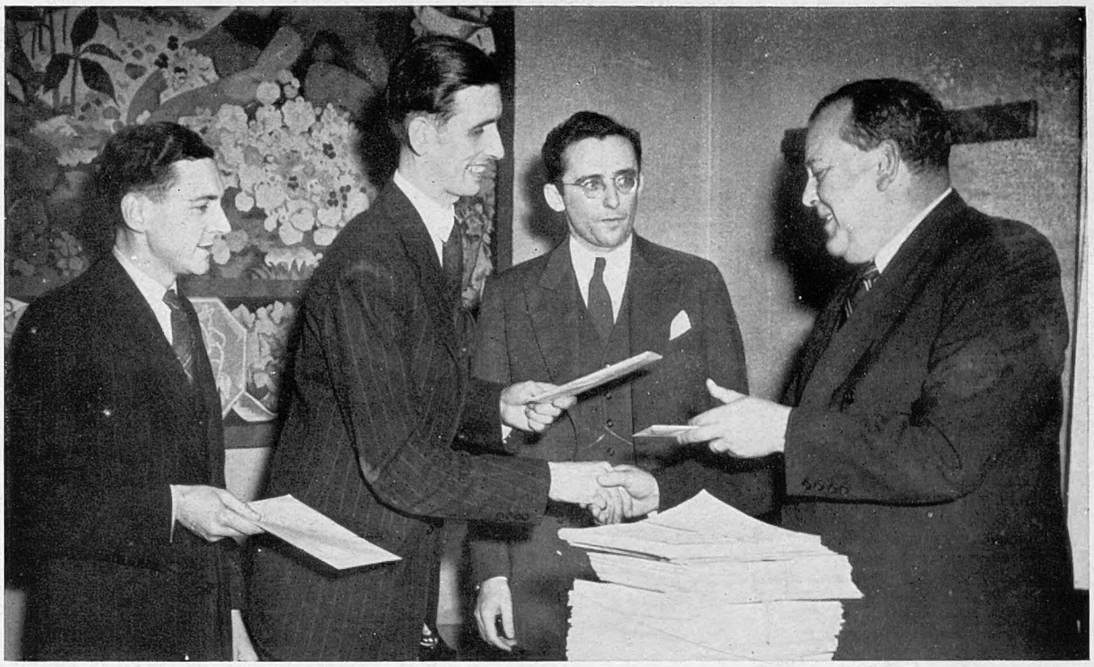
A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

A Fateful Week?—The week which began on October 3 seemed likely to be as fateful for civilisation as any of its fellows since the first week of August 1914. The most vital of many vital discussions was due to come up before the Security Council of the U.N., whose assembly was already engaged in discussing problems on which the fate of humanity hangs. In England the stage was set and the House filling. The Empire representatives were gathered together, Mr. Churchill had flown home. The very atmosphere suggested that the "United Nations" was "facing the spectre of its own disruption" (as the *Sunday Times* put it). "The question was not whether it would split, for already it is split from top to bottom, but whether the split will destroy it formally and completely." It was up to Russia. It was significant of official expectations that on that lovely Sunday, October 3, the papers announced urgent directives to Local Authorities to hold up the dismantling of air-raid shelters and to the naval authorities to speed up preparation for swifter readiness for war. These precautions, no doubt, are justified by the now universal belief that the U.N. are impotent as a means of general security. Their structure is sound, and should by all means be retained. Their working parts don't work. There is a spanner among them. I write before the event or events. Russia, whose technique has a deadly sameness, still springs surprises and may spring another. Indeed, she came to the fateful week in a spirit of comparative reasonableness, offering what some would describe as a notable surrender of principle. This week, it seems, must produce something more than a further deferment of the final crack. She must either pull the spanner out or hammer it into the very guts of the machine. *P.S.*—Why does Nature always smile her most serene smiles on the eves of Humanity's fate? There have been no lovelier days than those of August 3 and 4, 1914; September 3, 1939, and October 3, 1948. Perhaps she is dumbly hinting to *homo sapiens* the things which belong unto his peace—the things that matter.

The Control of Destructive Weapons.—It is natural that we ordinary folk follow with anxious interest and gravity the arguments put forward by the delegates in the discussion on Atomic control. The waiting world, the voiceless millions on millions, clutch at any straw which may keep them from sinking into the final abyss of despair. We see force in the argument that Russian proposals are contradicted instantly by Russian action, and that nothing new in intention or even in propaganda is to be found in the latest. Even so, we clutch at straws. We believe they must be studied again with the utmost patience, as if they were a real contribution to peace. And, even as we express this belief, we know beyond doubt that irrefutable logic is behind the argument that there can be no permanent solution to the question of control until all those other urgent threats to world-peace have been eliminated or at least modified; in a word, until the hatred, suspicion and misunderstanding between East and West, which threaten civilisation with final ruin, are so smoothed out that a change of heart can be accepted as proved. For, at the end of it, we realise that control of the atomic weapon of war, if agreed and perfected to everyone's satisfaction, is only one single item in a catalogue of safeguards against mass destruction. We *might* succeed one day in totally outlawing the development of atomic bombs, only to find that germ warfare is the new secret weapon being secretly pushed forward to perfection. That indeed is our "absurd" problem in civil defence. Who knows what sort of protection to prepare? Bomb-proof or germ-proof caves? No, we clutch at straws, but we know that they are straws, not a rope. Nothing can save our civilisation but a change of heart, a universal eleventh-hour conversion, a shattering of Babel and Bedlam, a new orientation of thought on the why, the where and the whither of human existence and international relations. Destruction of bomb stocks means nothing at all. And an "adequate" system of control is no safeguard for humanity unless it follow a return on the part of mankind to an adequate system of self-control.



BEARERS OF THE TRIPLE PROTEST—THE UNITED NATIONS SECRETARY-GENERAL, MR. TRYGVE LIE, RECEIVING FROM WESTERN POWERS' REPRESENTATIVES THE NOTES OF THEIR RESPECTIVE COUNTRIES ASKING THAT THE BERLIN QUESTION SHOULD GO BEFORE THE UNITED NATIONS SECURITY COUNCIL: Left to right are: Pierre Maillard (France); Kenneth Jamieson (Britain); and Thomas Power (United States). The Notes referred to Russia's illegal blockadings, and asked the Security Council to give the problem immediate consideration. Last Monday was fixed for the first meeting

Recruiting.—The present drive to repair the frightful gaps in our defences tragi-comically reproduces all the handicaps which similar efforts in war or peace or expectation of war have revealed since Lord Roberts raised his lonely voice in the wilderness after the South African War. There 's always *something* in the way. When Roberts pleaded to deaf ears, a century of freedom from world war had firmly established the national sense of security. Anything like compulsion was repellent to a nation which regarded militarism as rather vulgar, our insular security as adequate, and uniform as a form of dress strictly to be confined to hours of duty for those who chose to indulge in that form of occupation. Everyone became aware in 1914 that man-power (and young-man power particularly) had suddenly become the crux, the vital means of preventing or shortening world war. Had Lord Roberts' advice been taken, had we had as few as a million men, even four-months trained under compulsory service, before 1914, Kitchener's "great improvisation" on the voluntary principle would have been unnecessary; the skeleton would have been in place, already half-clothed in flesh. Always at the end of a war, whatever form of Government be in power, what is conceived by statesmen to be the nation's ineradicable loathing of militarism and compulsion is remembered and truckled to. Who so determined to cut down the armed forces and to discourage the soldiers as the Government in power or the party keenest to secure the people's votes? History reveals in England a continuous and unalterable policy among British statesmen to kill or discourage the military spirit in the nation, and to set that policy on foot indecently soon after the end of hostilities. Of the 5,000,000 demobilised fighting men of 1939-45, how many are ever asked to remember they were soldiers, to take pride in their achievements, to retain the fighting spirit? A few cinema commissionaires, a few thousand V.I.P.s, thought worthy of attending public feasts, a few courtiers on special occasions. That is the sum total. The average man is not above trifles—it is trifles that attract him, and every shrewd politician knows it. Here is a trifle very pertinent to a recruiting drive. There should be scores of occasions in every year when men who have won medals in war should be directed by highest authority to wear them or their ribbons as a matter of course. Through half a century of war and danger our Governments have done their best to discourage any spark of pride in military achievement, and now the Government of the day, once more anxious about defence, wonders why we are so unmilitary a nation.

Air-Lift—100 Days.—No one can deny that American and British determination has done a wonderful job in countering the Russian blockade. To-day, as I write, that blockade has gone on for 100 days, and the British Military Government H.Q. took occasion to announce that now it "more than meets Berlin's needs." These are brave and confident words, and none can object if they were chosen in part for propaganda purposes. No one counts the cost. We know that the air-lift costs America £100,000 a day, costs Britain perhaps £70,000 a day, for a record of 21,000 sorties covering 7,000,000 miles. A wonderful job; and the question, which one puts aside, is *But can it last?* We do not need to fear British and American effort slackening, or funds running out. So far as those matters are concerned, the air-lift is established, an adequate substitute for land transport, for as long as necessary. When we toy with the question *Can it last?* we are concerned with the actions of two old campaigners, General Winter and Marshal Stalin. Either *may* play havoc with the air-lift.

Mr. Costello and the Crown.—Mr. Costello has returned from America and announced his Government's intention (not included in his election mandate) to reject the unwritten principle of the Statute of Westminster. That principle was clearly enough written by Mr. Balfour and by Mr. Marriott. We do not know who were Mr. Costello's chief confidants in America; we do not know if his visit there produced a change of heart or if he went forth from Ireland with his republican principles firmly established. His earlier confidence that the union of all Ireland was only a matter of time and minor adjustment must seem the more optimistic, if his new decision was already determined before he went to the U.S.A. For if Northern Ireland rejected union then, how much more forcibly will they reject it now? And recent debates on colonial nationalism questions in Parliament clearly suggest that all Eire does not and will not favour Mr. Costello's total republicanism. Rather one may theorise upon Mr. Costello's American contacts, which suggest a more material and less political cause. Perhaps someone in America gave him the advice which Mr. Bennet, in announcing Elizabeth's engagement to Mr. Darcy, gave to Mr. Collins: "Console Lady Catherine as well as you can. But, if I were you, I would stand by the nephew. He has more to give."

British Railways.—I know the difficulties of our railways are great. We pay for some of them in those exorbitant fares and freight-rates which are keeping people from travelling by rail. But reforms do not always cost much money. Take the two luggage vans attached to the end of the afternoon mail train from Inverness to Euston, through which all users of the dining-car must pass between Aviemore and Perth. This passage would turn a feeble stomach even before he finished the dinner provided. At Nairn the boxes of fish, stinking and dripping, from the fishing ports are dumped in among the mails and passengers' luggage. Long before Perth is reached the suitcases and trunks are islands in a sea of rancid salt water, the mails are awash, and the retrievers and setters and spaniels add their quota. It would not cost much to have partitions for mails, dogs, fish and passengers' luggage, or to raise the floor some 6 ins. for the suitcases and mail-bags. The filth and chaos suggest the mentality of a Killarney peasant (pre-wars) and I cannot believe it is necessary. Then at last the coaches come to a halt at Euston on the narrowest part of the platform, which is soon blocked with the mail-bags and the trucks. There are not, of course, half enough porters available, and the scramble and the chaos increase as the owners haul their relics from the vans and try to drag them through the bottleneck to the waiting taxis. Is the proud race of Britons really going back to inertia and muddle, or does nationalisation spell chaos? I wish the P.R.O. would find time to encourage me.

THE OLD STAGER

MINISTERS ARRIVE AT NO. 10, DOWNING STREET FOR THE CABINET MEETING, WHERE THEY HEARD A REPORT ON JOINT DEFENCE: *Left*—Mr. A. V. Alexander, the Minister of Defence, who delivered the report; *Left centre*—Mr. Harold Wilson, President of the Board of Trade; *Right centre*—Mr. Herbert Morrison; *Right*—Mr. Hugh Dalton. It is understood that, after hearing what the Western Union Defence Ministers had discussed in Paris, the Cabinet was asked to give its formal acceptance to the proposal to appoint Field-Marshal Viscount Montgomery, as Chairman of the new Permanent Defence Council

TWO MEN WHO WERE TIPPED FOR KEY POSTS IN THE SCHEME OF WESTERN UNION DEFENCE, BUT WHO HAVE SINCE BEEN OPPOSED FROM PARIS: Field-Marshal Viscount Montgomery of Alamein, the Chief of the Imperial General Staff, who it is understood has been invited to become Chairman of the Permanent Defence Council which it is proposed to set up. *Right*—Marshal of the Royal Air Force Lord Tedder, whose name has been put forward as Western Union Air Chief. Both pictures were taken last week when they held important Press Conferences in London. Seated next to Lord Montgomery is Mr. Emanuel Shinwell, the Secretary of State for War, who is making an appeal for 150,000 men and women for the Territorial Army

WESTERN UNION DEFENCE PLANS

FOR AND AGAINST

The British Cabinet Approves, but General de Gaulle Speaks Out

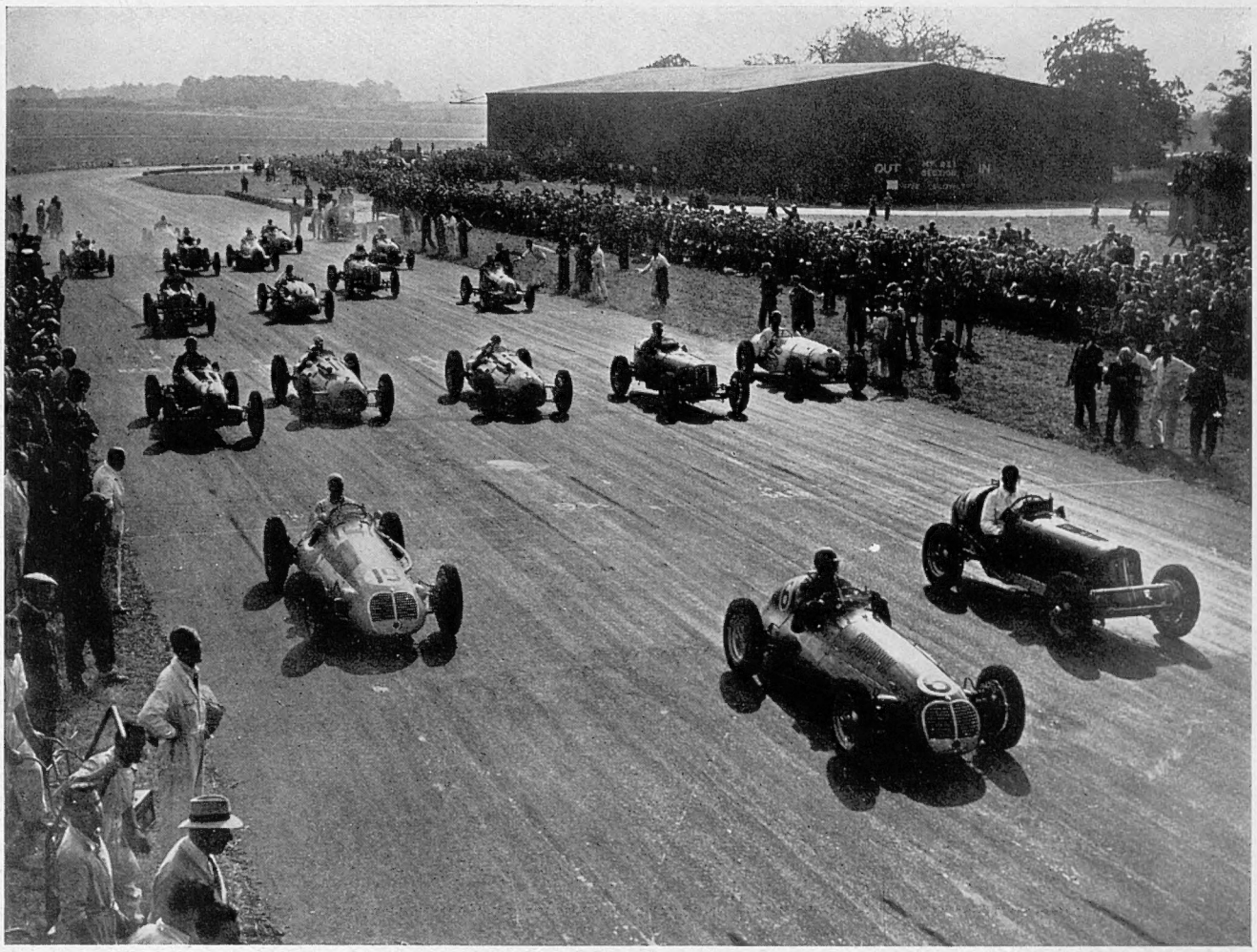
General Charles de Gaulle, with his well-known flair for political intransigeance, spoke out loud and strong last week against the plans for Western Union Defence, and it appears that the French Government has also had second thoughts about the plan as originally adumbrated. General Juin, Resident-General in Morocco, who was to have led the land forces, is reported to have said that he will not serve under Field-Marshal Lord Montgomery. General de Gaulle made it clear that the hub of Western Union Defence plans should be in Paris. At the time of writing the whole question of Western Union Defence remains in the air, and it would appear that some of the decisions on the subject made at the London Cabinet Meeting may have to be reversed as a result of second thoughts in Paris

THREE ASPECTS OF GENERAL CHARLES DE GAULLE, LEADER OF THE RALLY OF THE FRENCH PEOPLE, WHO MADE A VIOLENT ATTACK ON THE PLANS FOR A SYSTEM OF WESTERN UNION DEFENCE: The General declared that the Paris proposals constituted no solution whatsoever, "for Europe must be defended in Paris, not from London." General De Gaulle emphasised that there was nothing critical in what he was saying of England or of Lord Montgomery, for whom he had the highest admiration, but the centre of European strength and strategy ought to be in France, and the whole question ought to be reopened

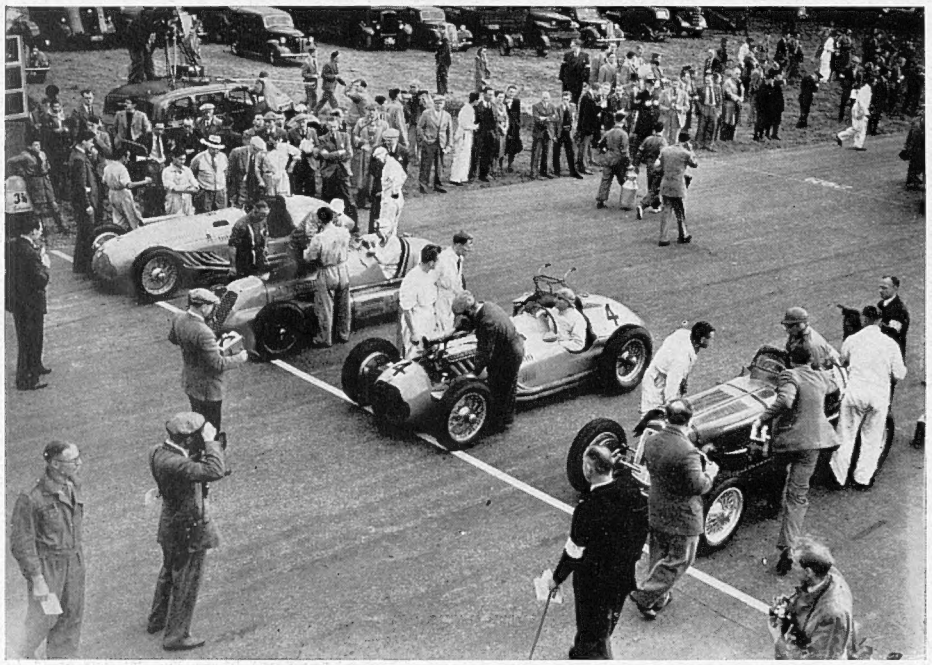
THE GRAND PRIX AT SILVERSTONE

The Maserati's Triumph in the Race

Grand Prix motor-racing in this country was revived with tremendous success last Saturday by the R.A.C., when they staged their meeting at Silverstone Airfield, Northants. Competing against some of the latest cars from the Continent, the British entrants were not considered likely to win, and the victory of the Italians, with their carefully prepared and brilliantly handled Maseratis, was far from unexpected. In the circumstances, F. Gerard (E.R.A.) did magnificently to finish third, ahead of the Frenchman L. Rosier (Talbot) and B. Bira with his new Maserati. Gerard's E.R.A. is twelve years old, and in spite of its age the car completed the race in 3 hrs. 20 mins. 6 secs., only two minutes longer than the winning Maserati, which is of the latest type. The winner, L. Villoresi, ran off the road at a sharp bend and went through the barrier of straw bales. His Maserati was undamaged and he resumed immediately.

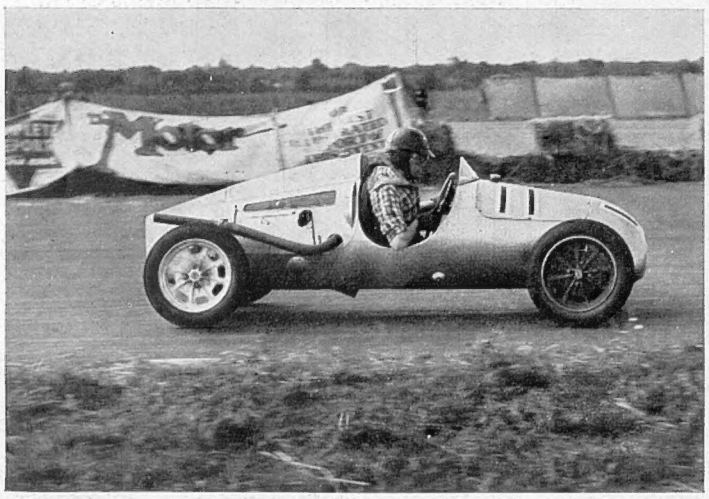


THE FIRST GRAND PRIX TO BE HELD IN ENGLAND SINCE 1927 : Cars streaking across the line at the start of the 250-mile race held last Saturday at Silverstone Airfield, Northants, when Villoresi, of Italy, completed sixty-five laps at an average of 72.28 m.p.h.



MECHANICS MAKE FINAL ADJUSTMENTS AT THE START OF THE GRAND PRIX : Entrants lined up for the 250-mile race, which was watched by a crowd estimated at 100,000 strong, who enjoyed a fine day's racing in weather that could not have been more delightful

AFTER THE GRUELLING RACE : L. Villoresi (left) and E. Ascari, who both drove Maseratis, seen after they had come in first and second respectively in last Saturday's great race at Silverstone

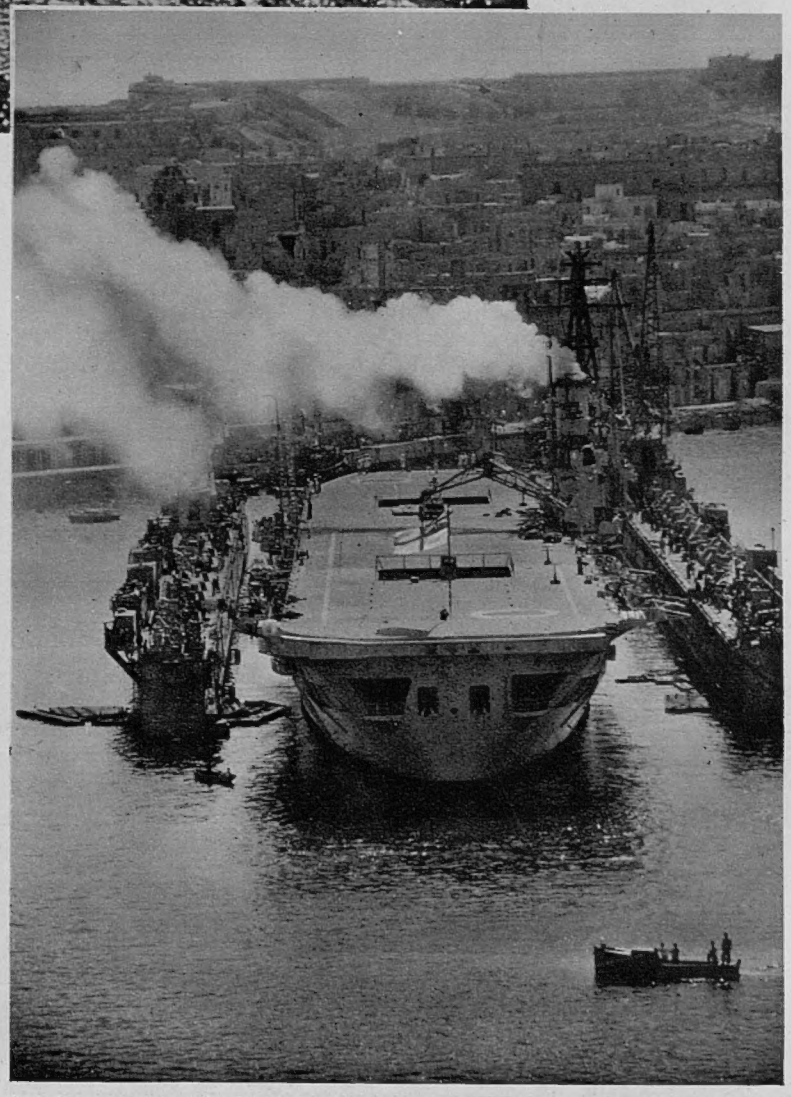


THIS WAS THE CURTAIN-RAISER TO THE GRAND PRIX : The popular American driver Spike Rhiando winning the 500 c.c. event, over a course of 50 miles, in a Cooper J.A.P. He averaged 60.68 m.p.h. *On right*—A spectacular crash at Maggotts Corner when G. Ansell, who was driving his own E.R.A., came to grief, his car turning a complete somersault. Ansell was not injured

H.M.S. "OCEAN" IS MANŒUVRED TOWARDS THE FLOATING DOCK: The 13,000-ton aircraft-carrier about to enter AFD 35 in Grand Harbour, Valetta, where she was hauled in for inspection after fouling a buoy. It took half an hour to raise the "Ocean" clear of the water for the inspection of her keel, propellers and rudder. H.M.S. "Ocean" is the first major vessel to enter the new dock

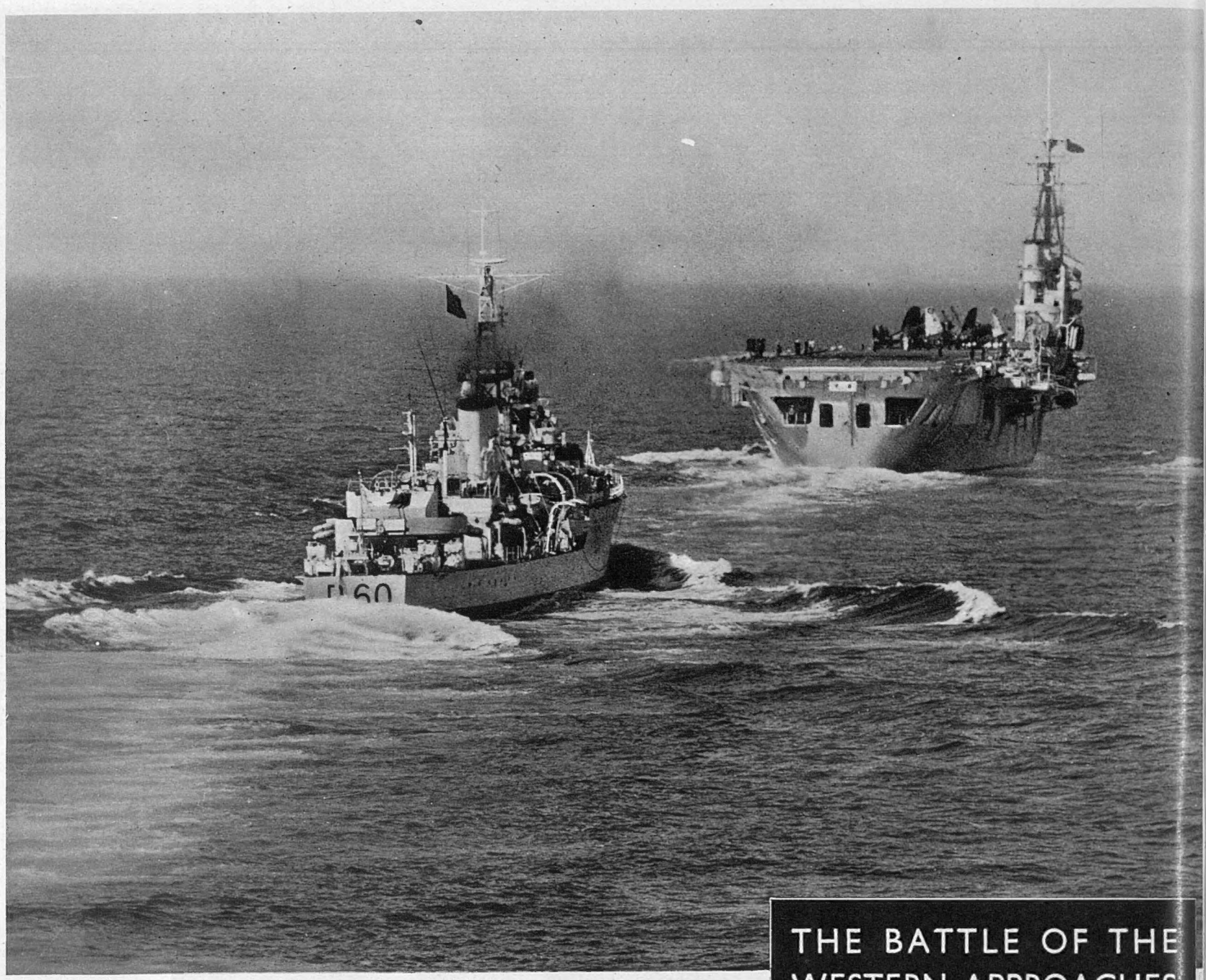
MALTA'S NEW FLOATING DOCK RECEIVES H.M.S. "OCEAN"

When H.M.S. *Ocean*, the aircraft-carrier of the Colossus class, fouled a buoy when berthing at Bighi, Malta, on arrival from England, the opportunity was taken of berthing her for inspection in the new floating dock. The fact that the whole operation was carried through in half an hour is indicative of the thoroughness with which the dock has been put through its trials since arriving in Malta last year. The dock, or AFD 35 as it is called, was built in Bombay for the Admiralty, and it was towed in two sections on the 4,000-mile journey to Grand Harbour, Valetta. Seven powerful naval tugs undertook the task, and the testing moment came when the two sections of the 50,000-ton structure were hauled through the Suez Canal. AFD 35 made the 4,000-mile voyage without mishap. On arrival at Grand Harbour, the two parts of the structure were put together, and the dock was then submitted to extensive sea trials



THE AIRCRAFT-CARRIER "OCEAN" COMES TO REST IN THE MALTA DOCK: *Left*—The vessel safely secured within AFD 35. The moment she was in dock, ballast was pumped from the tanks and the carrier was raised high and dry for the subsequent inspection. The "Ocean" was completed in June 1945, and was intended primarily for the prosecution of the Far Eastern war aircraft-carrier is edged gently towards the entrance to the dock. *Right*—

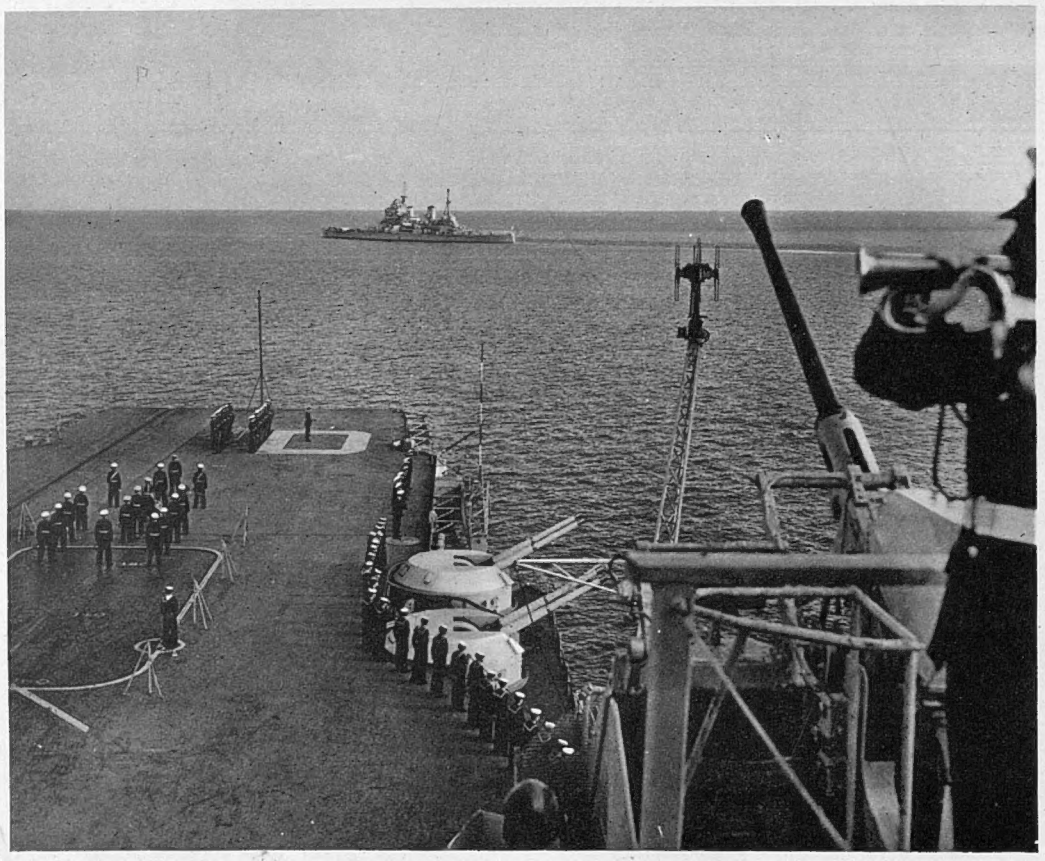
b



H.M.S. "VENGEANCE" AND AN ATTENDANT DESTROYER TAKING PART IN THE BATTLE OF THE WESTERN APPROACHES: *Vengeance* (13,190 tons) was one of the three carriers engaged in the operations against shore-based aircraft and against submarines during the opening days of the Home Fleet autumn exercises, which took the form of a mock battle and gave the younger members of the crews an opportunity for training under realistic conditions

THE BATTLE OF THE WESTERN APPROACHES

Action Pictures Taken During the First Days of the Autumn Exercises of the Home Fleet



THE FLAGSHIP OF THE HOME FLEET, H.M.S. "DUKE OF YORK," STEAMING PAST THE "ILLUSTRIOUS": Looking across the flight-deck of the 23,000-ton carrier to the 35,000-ton battleship in which Admiral Sir Rhoderick McGrigor is wearing his flag as Commander-in-Chief of the Home Fleet. It was the *Illustrious* which was made the object of a mock attack by motor torpedo-boats during the battle which raged on the first days of the autumn cruise.

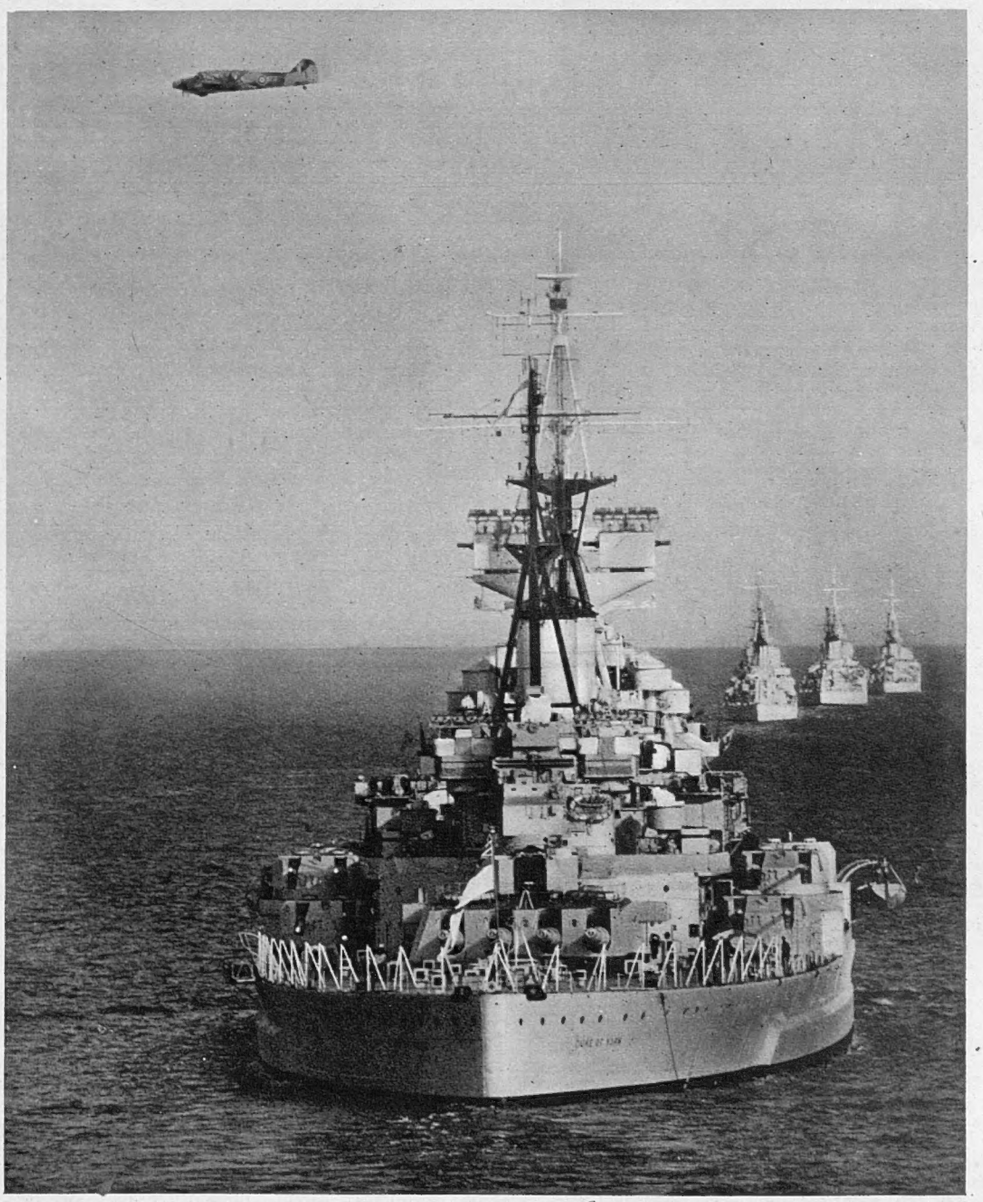
THE MIDSHIPMAN CHECKS UP ON THE BLACK-OUT: The captain of the *Illustrious* devised this method to make sure that his orders to "darken ship" were carried out to the letter. During part of the battle against the M.T.B.s total darkness prevailed, radar providing the only guide for the vessels as they converged

THE MOTOR TORPEDO-BOATS WHICH ATTACKED THE HOME FLEET BOTH IN NIGHT AND DAY OPERATIONS: In the foreground is M.T.B. 538, a vessel of 47 tons of the Vosper type. She has an armament of four 18-in. torpedo tubes, and carries two 20-mm. anti-aircraft guns forward. Three Packard engines provide a b.h.p. of 3,960 and a sea speed of 34 knots. The complement of these vessels is thirteen. The larger M.T.B.s of the Fairmile type carry a crew of thirty

There is a new spirit in the Home Fleet. That was apparent to senior officers who took part in the recent battle of the Western Approaches when the Home Fleet steamed to sea with the battleship *Duke of York* in the van and accompanied by three carriers, the cruisers *Diadem*, *Sirius* and *Cleopatra*, and modern destroyers of the powerful Battle and Weapon classes. According to one eye-witness, "having emerged from the doldrums of home ports, every man in the Fleet is on his toes. The comparatively few veteran officers and petty officers in the Service are carefully and patiently nursing the young seamen who were still at school at the end of the war, and the youngsters are responding magnificently." In the battle of the Western Approaches fought at the start of the autumn cruise, many of these youngsters have gained valuable experience

H.M.S. "JUTLAND" COMES ALONGSIDE THE CARRIER "ILLUSTRIOUS": A destroyer about to throw a line to the carrier before handing over mails. The *Jutland* belongs to the successful Battle class, which first made its appearance in the later stages of the war. *Jutland* is of post-war construction

THE FIRE-FIGHTERS GO INTO ACTION: Wearing their protective clothing they rush forward with equipment to deal with an imaginary aircraft which is supposed to have crash-landed



THE MAJESTY OF MIGHT—H.M.S. "DUKE OF YORK" WITH OTHER WARSHIPS OF THE HOME FLEET AT THE START OF THE AUTUMN CRUISE TO SOUTH AFRICAN AND WEST INDIAN WATERS: This picture gives a foreshortened view of the massive superstructure of the 45,000-ton battleship and its 14-in. guns

HI-JACKING ON THE SKYWAYS

Some Strange Developments in International Aviation

By FERDINAND TUOHY

TO employ the term "air pirate" in any respect of that young Johannesburg dynamo, Mr. Gordon Fillery, because he flies passengers on the South Africa-United Kingdom run at a price undercutting that authorised by the British Ministry of Civil Aviation, is another example of the current disregard of the meaning of words which touches bottom in the political and ideological spheres.

Mr. Fillery's private Mercury company challenges State-controlled air transport for profit in an open and above-board fashion, and one may or may not agree. But there have been sufficient "goings on" in the air of late to render "air pirate" a travesty in his case—unless, that is, we are to have no term left to cover those who really do conduct themselves as outlaws or wildcats in their usage of aircraft.

An analysis bearing only on the past month shows how aerial lawlessness has caught a hold and why. We are passing through a period of turbulence, scarcity and flouting of the established order, and the air war bequeathed a special, highly individualistic type, restless and disappointed in tethered times, who will listen to the prospects of taking on a job.

In a manner it is a projection into this generation of the gun-running to Mexico, China and Morocco of the early decades of the century. But it is now a more complex affair, one in which the profit motive is not always on top.

The least attractive customers to figure in the illegal air-lift of Beaufighters, Mosquitoes and Halifaxes to Palestine are the slick gentry—some of them with specially forced R.A.F. face fittings—who arrange the deals in the smart bars or the clubs of Paris and London. They doubtless are the necessary brains of the

THE ARRAIGNMENT OF "TOKYO ROSE": Mrs. Iva Toguri, who is accused of broadcasting from Japan to American troops during the Pacific War, exhorting them to surrender, seen with United States Marshal George Vice as she left the Federal Building, San Francisco, after being formally charged with treason. "Tokyo Rose," who arrived recently under guard from Japan in a United States Army Air transport, is an American citizen

business, as they boast. They assuredly can seduce and hoodwink. But they can bribe themselves out of any hole, and are paramountly interested in their commissions upon delivery.

Speaking of a misadventure to one of his Halifaxes over the Mediterranean, this is how a café-bound "brain" in Paris felt:

"Thinking they would be forced down, the pilots sent out an S O S. The fools could have given any aircraft identification letters, and they would have been picked up just the same if they had ditched. But they gave the correct identification letters and revealed my plans. They managed to limp on to Israel, where one of the pilots is in gaol for his bungling. I don't know what will happen to him."

Steps have been taken to deal with this kind of piracy by keeping close watch on mushroom charter companies and the ground organisations they use. But that is not to overlook the fact that some of those engaged in recent vanishing operations were prompted by the reverse of sordid motives.

This could apply also to aircraft—usually fighters, it seems—that are secretly flown from or via Czechoslovakia to Palestine. Here the impulse is for a Communist regime in Central Europe to help Communists who have fastened their hold on Israel, many having come from Central Europe to do so.

A different note creeps in when we read the following:

"The Panamanian registry of ten aircraft which was being used to transport pilots, mechanics, bombs and spare parts from Czechoslovakia to Palestine has been cancelled by the Panama Government. The action was taken after an investigation which followed a report submitted by the United States."

That registry of a far-off South American Republic was akin to the gun-running of old—only with a government stamp on it.

Queerness breeds queerness. Hush-hush aircraft dart in the dark from pre-arranged point to point across Europe so that they may strengthen a particular side. Whereupon the other side takes steps to sabotage the hush-hush aircraft. "Three of about twenty Macchi 205 fighters sold to Egypt were destroyed by small bombs at Varese, Lombardy. Most of the ten persons arrested are employees of the Macchi Co."

Curious how the old terms in use in Prohibition days in America are being revived in respect of some of the strange things that are going on in the air.

With the "Demon Rum" one bootlegging ring would hold-up at the pistol point lorries of an opposition ring, and remove or destroy the cargo. That was called "hi-jacking." Now air hi-jacking has arrived in the shape of passengers suddenly appearing on the flight-deck, pressing guns at the backs or heads of pilots, and ordering them to fly to a different destination.

WAS SHE THE "RED ANGEL"? Mrs. Louise Bransten, wealthy member of New York Society, being led out of the hearing by her attorney after testifying before the House Committee on Un-American Activities. She refused to admit to the Committee that she had ever indulged in Soviet atomic espionage, as alleged, and no proof was furnished that she had financed Communist activities in the United States

Hitherto the air hi-jackers have been persons who felt life wasn't worth living under Communism: if not killed, they would be enslaved, or they ached to join their families abroad. Now the Communists have joined the party:

"Communists on a Greek Dakota flying from Athens to Salonika wounded members of the crew and forced the pilot at gun-point to land them in Yugoslavia. The plane has returned to Salonika." The return of the plane is new, and possibly associated with Tito re-orienting himself.

The way things are turning in Central Europe, with a growing number of persons worthy of attention just longing to get out, we may not be far distant from night air-swoops like those which were carried out on the French Maquis.

Nor need it be entirely a one-way traffic, or so it seemed from the mystery of a London airport, when a figure was seen to leap from a small aeroplane taxi-ing on the fringe of the 'drome, and disappear in the dusk. Was he connected with the "cold war" or with crime?

Here we branch to another aspect: criminal elements who lie in wait for air cargoes and use aircraft in the execution of their own *coups*.

One looks twice at anything emanating from Prague these days, and that's what I did on learning that police chiefs from nineteen nations had been in session there. Which were the nations? They were good enough: Australia, Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Egypt, Finland, France, Greece, the Netherlands, Hungary, Iran, Italy, Luxembourg, Norway, Sweden, Switzerland and Venezuela. What were they doing? Discussing the increase of crime-by-air.

AMERICAN OIL DIRECTORS EXPELLED FROM HUNGARY: Mr. Paul Ruedemann and Mr. George Bannantine on their arrival in this country after having been held under close arrest for over a week in Budapest. They were charged with industrial sabotage, which, it was claimed, led to a decrease of Hungary's oil production. Both men suffered severe hardships

THE ACCUSED BRITONS AGAIN COME BEFORE AN ISRAELI COURT: Frederick Sylvester (left) and William Hawkins handcuffed together as they were brought to the District Court, Jerusalem, where the hearing was resumed of charges of espionage brought in September. They are alleged to have collected information of value to the Arab forces. Mr. Hawkins has since been acquitted

In a report unanimously approved, the police chiefs say they are increasingly unable to cope with "dangerous individuals" who use aircraft in committing crimes, and that the only way to catch up is for "investigators also to have aircraft for the purpose of pursuit."

"Criminals may land at night in almost any country and take off again as soon as the crime has been committed. They can carry away stolen property, including bodies, or make parachute descents. The possibilities become still wider when one gives thought to the future development of the helicopter."

In the meantime, progress is being made in keeping track of international criminals by installing teleprinters at main aerodromes. The teleprinters are connected with the central criminal-investigation bureau in the capital of the country, and make it possible for airport police to acquire data immediately about a suspected individual waiting to board a plane, or coming off one.

The United Kingdom was not represented at this International Commission of Criminal Police, yet at the very time it was sitting, heavy sentences were being pronounced at the Old Bailey in respect of probably the most advanced form of crime with an air basis that has yet been attempted. I refer to the plot to raid a safe at London Airport, on the arrival of £250,000-worth of bullion from abroad.

The plan was to drug the three Customs officers on duty by bringing them doped tea from the canteen. It miscarried through one of the gang telling Scotland Yard in advance; but that is immaterial. The important side was the knowledge at the London end of such an air secret as the shipment of bullion. There is shown the network liable to expand.

On the other side of the world, what are called "human vultures" have appeared in the regions of Burma, Indonesia and Singapore. These are wild-cat aviators willing to fly anything anywhere for a price. Armaments vendors offer to sell and deliver a wide variety of lethal lines, ranging from hundreds of cases of .303 ammunition to second-hand aircraft, and Australian and American pilots are usually to be found to do the delivering.

Three Americans and a Filipino await trial at Batavia, charged with illegally transporting arms into the Netherlands East Indies by Catalina flying-boat. They can get up to ten years on what is called "this initial charge" against operators of Insular Airways, of the Philippines. Nevertheless, several twin-engined aircraft bearing the Australian international registration letters VH, continue to ply regularly between Bangkok and Central Java. At Bangkok, one plane lands outside the International limit and is met by power-boats.

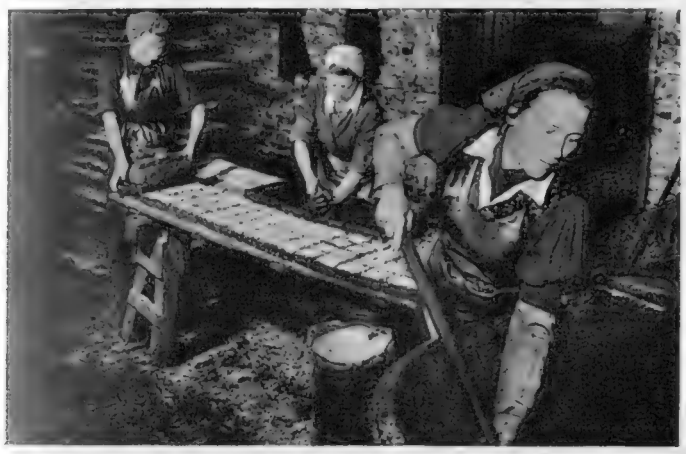
These aircraft carry Indonesian Republic diplomats and pouches, and load back with questionable cargoes, including opium. As air hi-jacking has made its bow in Europe, so bootlegging by air has secured a market in the Far East where the merchandise is considerably made up of opium.

To close on a different note, it may surprise many to learn that the Berlin air-lift is not the only operation of its kind in progress, nor was it the first. Four Manchurian and Chinese cities are blockaded by the Reds, and varyingly dependent on airborne supplies. They are Mukden, Changchun, Taiyuan and Chengteh. A fifth, Tainan, capital of Shantung, only recently gave in.

A fleet of 110 transport planes, mostly C 46 and C 47 types, operates under Quentin Roosevelt and General Chennault, but it is an expensive business, owing to the difficulty of finding pay loads for the return flights. However, some commodities can be brought out of the deep interior and converted into precious foreign exchange. Tin from Yunnan, pig bristles, camel hair and wool are routine cargoes.

SPEEDING UP THE DELIVERY OF AIRBORNE COAL INTO THE WESTERN SECTORS OF BERLIN: Coal, brought to Gatow Airport by aeroplane, is now taken to this newly-constructed wharf on the Havel Lake and there loaded into barges for distribution to essential plants in the Western Sectors of Berlin. The system of distribution is said to be working satisfactorily

THE GERMANS MAKE ERSATZ COAL: At this factory in Schoenberg, in the United States Sector of Berlin, coal briquettes are made from sawdust and coal-dust, the two being united by a tar-like waste product from Berlin's chemical factories. The briquettes sell for 33 pfennigs (about 8d.) and are much cheaper than the black-market coal now being sold



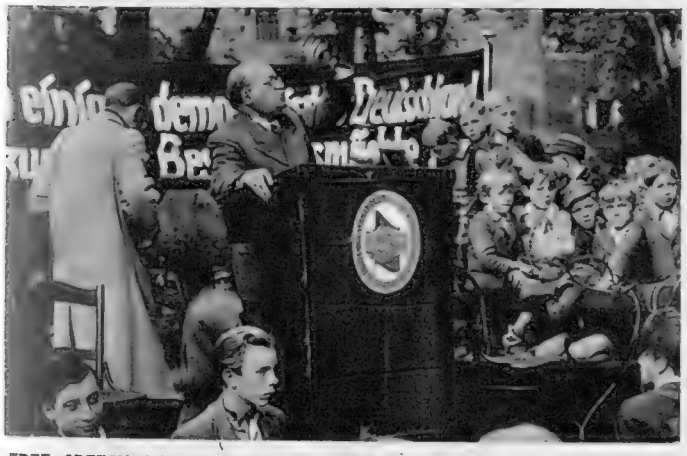
MAKING COAL BRIQUETTES AT SCHOENBERG: On the right a woman worker is seen stirring the tarry mixture which her two colleagues on the left use for moulding the briquettes, which are hand-pressed at the rate of approximately 30,000 per day

Berlin, in these autumn days, wears a slightly hectic air as the city prepares for the fourth post-war winter in the full knowledge that, with the air-lift still in progress, fuel is going to be short and general living conditions no more cheerful than in the immediate past. The need for fuel is paramount, and every family is doing its best to scrape together winter stocks. The 8d. briquettes made from coal-dust and sawdust are in great demand, and Berliners consider them comparatively cheap

BERLIN VIGNETTES

News from the "Air-lift" City

THE NEWSPAPER WAR IN THE AMERICAN SECTOR OF BERLIN: A German policeman keeping watch over a news-stand after the order had gone out banning all Russian-licensed newspapers as a reprisal against a Russian order preventing the sale of Western-licensed newspapers in the Russian Zone. The policeman is keeping watch to see that Soviet-controlled papers are not being sold within the covers of Western Allied-controlled papers



FREE SPEECH IN THE BRITISH SECTOR: Friedrich Ebert, son of the Reichspresident of Germany after the First World War, speaking against the Western Powers at a Communist meeting organised in the Kleiner Tiergarten Park in the British Sector. A small party of anti-Communist youths attempted to rush the platform after Ebert's provocative speech, but were pushed back by German police who had ringed the meeting

WORK IN PROGRESS ON AIRPORT NO. 3: Women resting and others engaged in levelling at Tegel Airport, which is being constructed on a disused rifle-range in the French Zone and will shortly be ready to play its part in the air-lift. Thousands of German labourers are working a shift system on levelling the airstrip. *On left*—These old Berlin buses have been taken out to Gatow airport for use as offices

IN LONDON RIVER AFTER A FIFTEEN MONTHS' ROUND-THE-WORLD CRUISE: Professor Hans Pettersson, leader of the Swedish oceanographers in the schooner "Albatross," with his colleague Dr. Boye Kullenberg, who developed the piston core sampler used by the expedition for oceanographic research. They are seen in this picture, taken in Shadwell Basin, holding one of the bottles used for obtaining water samples from the depths

"ALBATROSS" PROBES THE SECRETS OF THE OCEANS

The Swedish Schooner, Homeward-bound After a World Voyage, Puts In at the Port of London

When the schooner *Albatross* arrived in the Thames Estuary in the last week of September she was nearing the end of one of the most remarkable voyages of oceanographical discovery ever undertaken, a voyage that will go down to history with the celebrated cruise of the *Challenger* in the '70's of the last century. The *Albatross*, lent by the Bostrom shipping combine of Göteborg, left Sweden on July 4, 1947, her first port of call being Oporto. Thereafter *via* Madeira, Martinique and the Panama Canal she proceeded to the region of the Galapagos Islands, and later took a series of soundings in the broad expanses of the Pacific Ocean. Now the *Albatross* has returned to Europe *via* Indonesia, India, the Suez Canal and the Mediterranean, bringing with her a remarkable series of specimens which, according to Professor Hans Pettersson, the leader of the expedition, have succeeded in unlocking the door for the discovery of the last unexplored parts of the world. Along a zigzag course through three oceans the *Albatross* covered 44,000 nautical miles, raised 250 sediment cores with a total length of a mile, and fired 400 depth-charges, many of which have brought deep echoes from the sea-bed's sediment carpet.

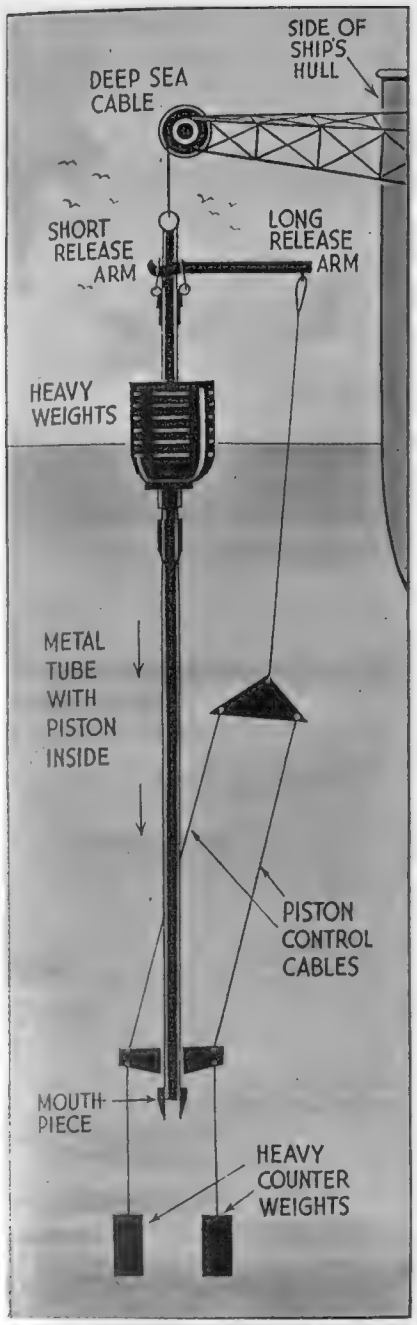
In the past, numerous attempts have been made to pursue oceanographical studies through the development of coring apparatus, and in the war years Swedish scientists developed equipment, known as the piston core sampler, which could remove sedimentary cores of 50 ft. and more. This core sampler, details of which are shown on these pages, was used with great effect by Professor Pettersson and his band of scientists.

TAKEN FROM 30 FT. BENEATH THE SEA-BED AT A DEPTH OF 4,040 FATHOMS BELOW SEA-LEVEL: Nuclei of these samples are small pieces of pumice around which a magnesium deposit has grown in the course of centuries. The study of such samples has constituted a major part of the work of scientists aboard *Albatross*

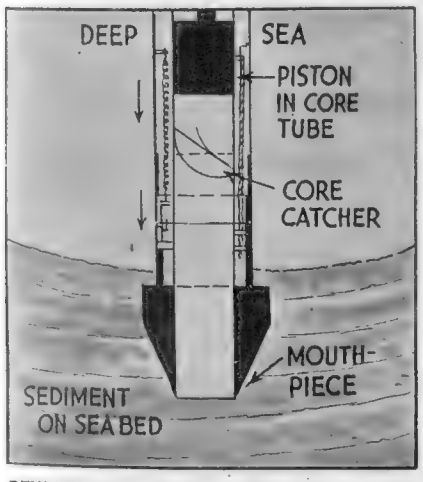
A TROPHY FROM THE INDIAN OCEAN: Nils Krafft, the "master" of the "Albatross," and Dr. Kullenberg with a sample of coco de mer which they brought from the Seychelle Isles, north-east of Madagascar. Huge fruits such as this weigh about 40 lb.

DR. BOYE KULLENBERG AT WORK ABOARD "ALBATROSS": Carrying out adjustments to some of the deck equipment with which the schooner was fitted for her round-the-world voyage

FOUR MEMBERS OF THE SCIENTIFIC TEAM WHICH MADE THE 44,000-MILE VOYAGE IN THE "ALBATROSS": Dr. J. Ericksson, Professor Hans Pettersson, Dr. R. Pettersson (son of the Professor) and Dr. T. T. Koczy. As a result of their researches, particularly in the recovery of cores from the ocean bed, experts in geology, mineralogy and biology will be kept busy for several years



THE PISTON CORE SAMPLER IN ACTION: A diagrammatic drawing of the type of equipment used by the scientists of the Swedish schooner "Albatross" when engaged on their world voyage, in the course of which they took numerous samples of the sedimentary layers in the ocean bed, samples which will add to a vast degree to our at present scanty oceanographic knowledge. The piston core sampler illustrated here was developed by the Swedes in 1942. The principle is that the core sampler is lowered over the ship's side. The high water-pressure at great depths is then utilised to force the sediment column upwards inside a coring tube pressed down into the deposit by heavy weights. As a result of these methods, it is possible to raise to the surface a sediment core of 50 ft. or more, the layers taking us back millions of years to the Pliocene Age



PENETRATING THE SEDIMENT OF THE OCEAN BED: A diagrammatic drawing of the mouthpiece of the piston core sampler used by the *Albatross* for plunging into the sedimentary layers of the ocean bed

THE "ALBATROSS" REACHES THE THAMES ESTUARY: The Swedish research ship on the penultimate lap of her 44,000-mile voyage round the world. She is a four-masted motor-schooner with an unconventional but efficient sail profile, which embodies the latest experiences of advanced sailing technique. She also has a fair-sized engine-room, which, for training purposes, is actually a reduced-scale engine department of a big cargo motor-liner. On board the *Albatross* cadets receive a grounding in all the duties that devolve upon navigating and engine-room officers in a modern merchant ship. At the same time they also receive lessons in sailing-ship training

FISHES TRAWLED FROM THE OCEAN DEPTHS: *Left*—**This bathypterois was brought to the surface from a depth of 1,600 ft., while the example** *on the right* **with the bulbous eyes and the long spiked tail was trawled at 14,000 ft. Trawling at 2,000 fathoms or more is a task of the utmost difficulty, particularly in view of the uneven profile of the sea-bed. With the help of an echo-sounder some of these difficulties were eliminated aboard the "Albatross"**

THE FUNERAL OF THE LATE COUNT FOLKE BERNADOTTE : The coffin, draped in the Swedish colours, being drawn by Scouts through the streets of Stockholm before the last rites outside the city. The funeral service took place in the Gustav Vasa Church, and was attended by King Gustav of Sweden, members of the Swedish Royal Family, representatives of the Diplomatic Corps and of the United Nations. In the chancel of the church were the flags of Sweden, the United Nations, the Red Cross and the Scout Movement. The church was filled with flowers sent from all over the world. Both Sir Alexander Cadogan, President of the Security Council of the United Nations, and Mr. Trygve Lie, the Secretary-General of U.N., were present in Stockholm

Foreign News in Pictures

THE WAY OF THE WORLD

COUNTESS BERNADOTTE AND HER TWO SONS AT THE FUNERAL : On the steps of Gustav Vasa Church as the coffin was borne out into the streets of Stockholm. It was the Countess's forty-fourth birthday

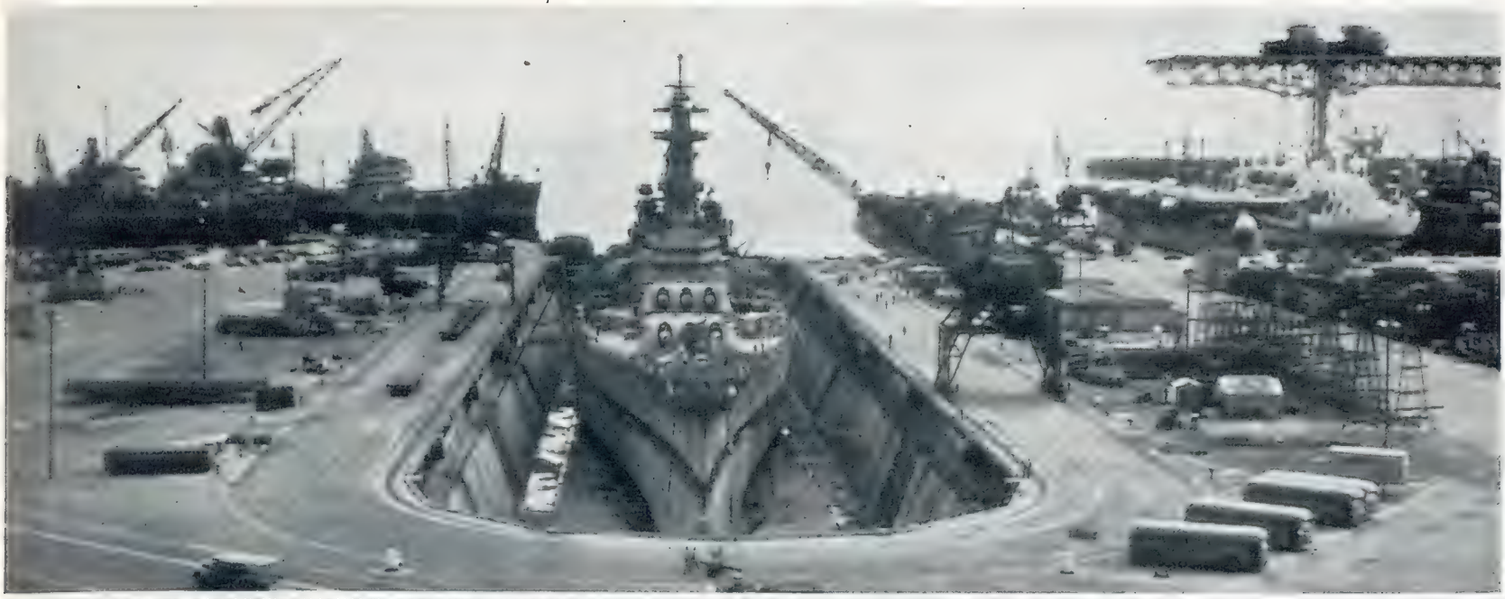
LEADERS OF IRGUN ZVAI LEUMI ANNOUNCE TO THE WORLD THEIR ACCEPTANCE OF THE ULTIMATUM OF DISBANDMENT : Karni (spokesman of Irgun), Avinoam (commander of the Irgun Forces in Jerusalem) and Leilerovits at a Press Conference in Jerusalem when they declared that they would disband their forces in accordance with the demands of the Israeli Government. The order for disbandment came after the death of Count Bernadotte

A BIG HAUL AT THE KATAMON CAMP : Members of the Israeli forces inspecting 3-in. mortars handed over by Irgun Zvai Leumi on their disbandment. On the right are some of the ground plates used for embedding the mortars, and in the background are stacks of mortar ammunition. Weapons such as this were used with immense effect by Irgun during their convoy battles earlier in the year

A RUSSIAN OFFICER AT BAY : Members of the British Military Police interrogating a young lieutenant of the Red Army whose behaviour in the British Sector so angered the German crowd that it was necessary for the British to take him into protective custody. It was stated at the time that the officer was behaving in an insulting manner to German women, and when a group of German men remonstrated with him he became belligerent. A German snatched the officer's revolver and holster, and unless the British Military Police had intervened he would have been severely manhandled

THE RE-EMERGENCE OF SIGNOR TOGLIATTI : The Italian Communist leader, who survived an attempt at assassination in July, addressing a gathering of Communist supporters in Rome. Two days later he appeared in the former Mussolini Stadium, when 200,000 Communists gathered to do him honour. Before the meeting they marched through the city, completely disrupting main road traffic for several hours

DR. HEWLETT JOHNSON IN BUCHAREST : The Dean of Canterbury being escorted from the airport after his arrival in the Rumanian capital. The Dean has been paying a visit to the Balkans to meet representatives of societies working for friendship with Soviet Russia. He himself is vice-president of the Anglo-Soviet Society, and because of his well-known pro-Russian sympathies he was recently refused a visa by the State Department of the United States. Since then a group of university professors has invited the Dean to lecture in America, and he has again applied for a visa



THE UNITED STATES BATTLESHIP "IOWA" GOES INTO "MOTHBALLS" TO JOIN THE PACIFIC RESERVE FLEET: The 45,000-ton battleship and nameship of her class in drydock at the San Francisco Naval Shipyard, where an army of dockyard workers is now putting her in storage. This involves the sealing of compartments and general de-humidification. The task will be completed in January. This laying-up of the "Iowa" at a time when so much American war equipment is being readied for action again, typifies the prevailing attitude towards the battleship in the United States Navy Department. It is now regarded as an out-of-date weapon, and for the time being has been replaced by the carrier as the spearhead of the Fleet. When the Bikini tests have been fully analysed the Navy Department will doubtless announce a decision about the nature of future battleship construction, if any, and plans for guided-missile warships

HAVE YOU SEEN THIS AMERICAN FLYER? At the Hotel Commodore, New York, where the U.S. Air Force staged a reunion for its wartime flyers, Mr. and Mrs. Harry Lepselter, of Brooklyn, wearing sandwich signs, paraded before the main hotel entrance seeking information of their only son, T.-Sergeant Nathan Lepselter, reported missing in action in France on July 17, 1944. The Lepselters refuse to accept the U.S. War Department decision that the boy is dead, saying "Our hearts tell us he did not die." The records show, though, that the son, one of a crew of an A 20 bomber, went out on a mission, and that he was never heard of again. The bodies of some of his crew-mates were recovered and given burial

A TALE OF HEROISM FROM THE FAR NORTH: Captain Sir Robert Stirling-Hamilton, R.N. (second from right), forty-five-year-old British naval attache in Ottawa, Captain B. S. Custer (left), U.S. naval attache in Ottawa, and two other American companions, who were lost in a U.S. Navy plane in the barren lands near Hudson Bay for thirteen days, seen after their rescue by an R.C.A.F. flying-boat and their return to Ottawa. Captain Custer declared in an interview: "Stirling-Hamilton made us appreciate our British brothers. If they are all like him, then I say let them rule the world. He carried water, cut wood, and did everything, but at no time did he let us forget to Whom we should turn to ask for help"

DEVELOPMENTS IN THE AMERICAN MIDDLE WEST—THE UNITED STATES ATOMIC LABORATORY UNDER CONSTRUCTION: An aerial view of some of the Quonset huts built to accommodate the United States Atomic Energy Commission's Laboratory in Du Page County, Illinois, near Chicago. Altogether the forty buildings of the laboratory will cover 350,000 sq. ft., constituting what the Commission's chairman, Mr. David Lilienthal, has called "the most important group of buildings bearing on America's national security"

DEVELOPMENTS IN AMERICA'S MIDDLE WEST—A MUSHROOM VILLAGE TO HOUSE STEEL WORKERS: Next door to the largest steel plant in the world, these thirty-eight housing units will soon be ready for occupancy by newly-recruited, unmarried male employees of the Gary, Indiana, Works of Carnegie-Illinois Steel Corporation. Unable to obtain adequate housing for new employees, this U.S. steel subsidiary plant decided to do something about it. Last March it put out a contract for £60,000 to have these dormitory units constructed just adjoining one of the mill gates. Each unit will contain six bedrooms, shower and bath facilities and a lounge

A DELEGATE FROM SIERRA LEONE : Ella Bai Koklo, wife of the Paramount Chief of Sierra Leone, making notes during the conference of unofficial members of the African Legislative Councils. The Conference opened last week at Lancaster House with the Secretary of State for the Colonies presiding, and there were about 100 delegates and observers present. Some wore European clothes, but many of the Emirs and Chieftains and their wives provided a vivid splash of colour

THE EMIRS AND THE CHIEFTAINS CONVERGE ON LANCASTER HOUSE

For the London Conference of African Legislative Councillors

SIR TSIBU DAKU ARRIVES AT EUSTON : Sir Tsibu, who had landed at Liverpool from the liner "Apapa," came south with other delegates to the Lancaster House Conference held in London. Walking beside him along the station platform is his Key-keeper, who wears European dress

"We must wipe out the word 'exploitation,' putting it among the antiques with 'piracy' and 'slavery,'" declared Mr. Herbert Morrison when he inaugurated the Conference of Unofficial African Legislative Councillors at Lancaster House. No fewer than ten African colonial territories were represented in London, and when the Emirs and the Chieftains converged on the capital with their colourful retinues, they gave a gay splash of colour to station platforms, hotel lobbies and the precincts of the Conference Hall. Economic development, with the accent on groundnuts, of course, had a foremost place on the agenda, while education, local government and medical services were also discussed at length. Mr. Morrison, in restating Britain's policy in relation to her Colonies, declared that economic and social progress were interdependent. Political responsibility without economic vigour was not freedom, he urged. Britain wished to place at the disposal of her Colonies the experience she had gained and the resources at her command. "Britain has much to offer," said the Lord President, "and gives it gladly."

THE ONI OF IFÉ WALKS ABROAD IN LONDON : The Hon. the Oba Aderemi, C.M.G., Oni of Ifé, a member of the Nigerian Legislative Council and one of the leaders at the London Conference, seen with members of his retinue. When this picture was taken he was arriving for the colonial film show, in which the Chiefs saw pictures of a special cultural significance in relation to post-war African development

THIS DELEGATE FROM IBADAN ARRIVED WITH A FAT HAM : Obisessan, one of the Nigerian representatives, seen at Euston Station after leaving the "Apapa" boat train. The delegates were greeted by a considerable party of West Africans resident in London, who thronged the station

CHIEFTAINS IN WHITE: Malla Abakare Tafawa Balewa, Mallam Aliyu Makaman Bida and Mallam Yahaya Ilorin, all three members from Nigeria, seated together in the conference hall at Lancaster House

IN THE VESTIBULE AT LANCASTER HOUSE: A colourful gathering of West Africans waiting for the start of the day's proceedings at the Conference

ANNAH LUSEIAI AND HIS WIFE WITH THE HON. BIA KOKLO, PARAMOUNT CHIEF OF SIERRA LEONE, AND HIS WIFE: Sierra Leone has a special connection with London, as the colony originated in the sale and cession in 1788 by a native King to English settlers of a piece of land intended as a home for natives of Africa who were waifs in London. The present status of Sierra Leone is that of combined Colony and Protectorate

FIVE NIGERIAN DELEGATES WHO PROVIDED A SITTING TARGET FOR THE CAMERAS OF THE PRESSMEN: They heard Mr. Morrison, acting on behalf of Mr. Attlee, deliver an address of great gravity, calling upon the African colonies to show adaptability to post-war conditions if they wished to avoid the evils which had befallen colonial territories in Asia

On left—THE LORD PRESIDENT OF THE COUNCIL, WHO DISCOURSED ON BRITISH AIMS IN AFRICA: Mr. Herbert Morrison seated next to Mr. Creech Jones, the Colonial Secretary. He declared that Britain sought to bring about the growth of responsibility in Government

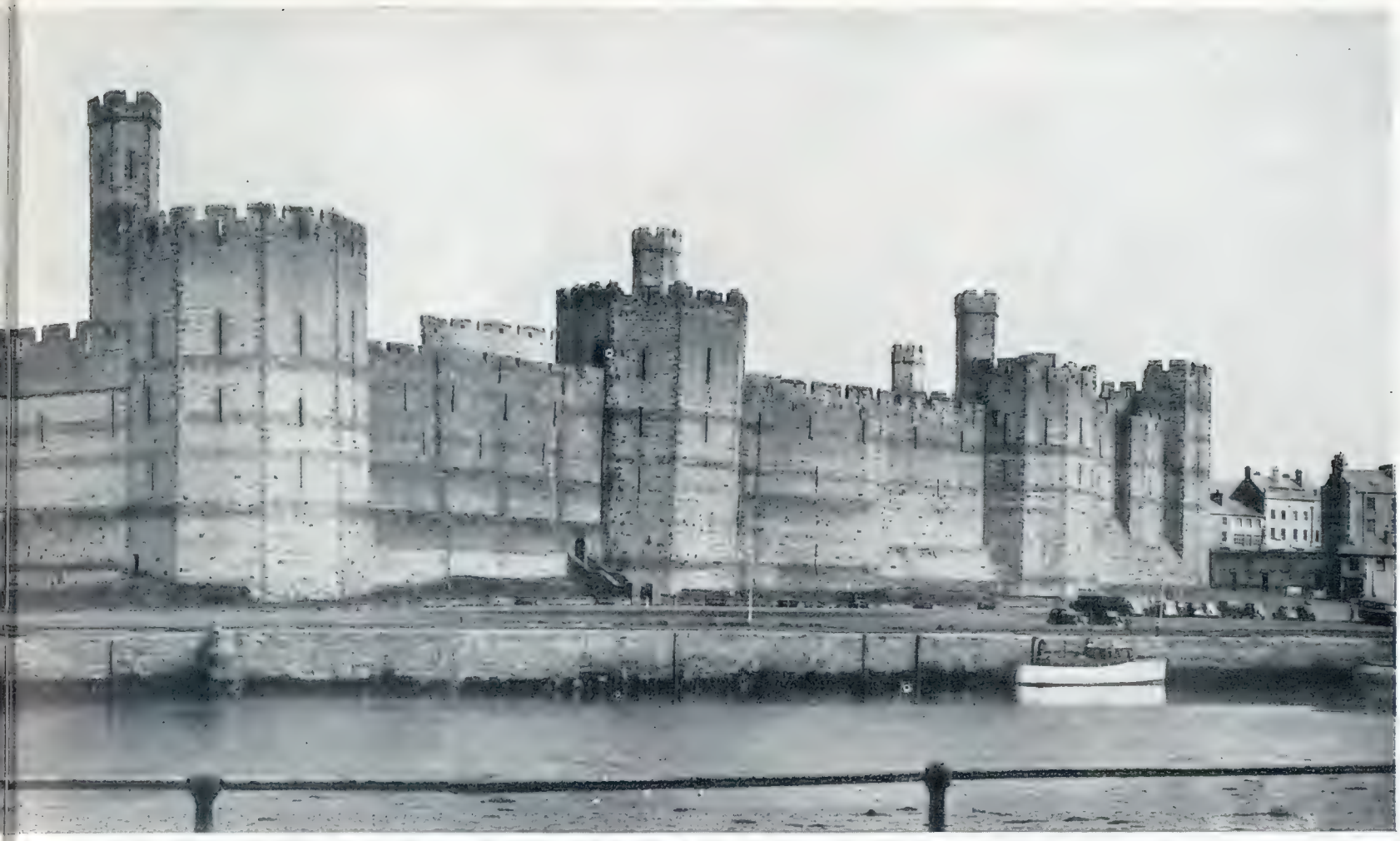
GUARDIAN OF THE WELSH MARCHES : The main courtyard of Conway Castle, which has been much in the news of recent weeks on account of the criticism of its condition made by the President of St. John's College, Oxford, who has called upon the Minister of Works to use his powers under the Ancient Monuments Acts to secure the proper maintenance of the Castle. Leading archæologists have supported the President's plea

CONTRAST from CONWAY and CAERNARVON

One Great Castle Languishes in Neglect, and the Other Flourishes

Conway Castle, nobly situated upon a rock overlooking the River Conway, is one of the most magnificent ruins in all Wales, but the tragedy is that it is not a well-preserved ruin, crumbling as it is into still further decay. As a result of the intervention of the President of St. John's College, Oxford, who in a trenchant letter to the Press has pointed the contrast between the relative states of Conway and Caernarvon, it is possible that something may now be done about Conway's tragic drift towards dissolution. Backing up the President of St. John's is Humphrey Evans, Secretary of the Council for the Preservation of Rural Wales, who comments on the current reluctance to care for things of beauty so long as their revenue-bearing properties are unaffected. This is sadly the case at Conway, where apparently the turnstiles click merrily enough while the walls and bastions themselves drift ruinwards. Both Conway and Caernarvon belong to the reign of Edward I, and in both instances the old town walls are coeval with the castle. Caernarvon is regarded as one of the best preserved medieval fortresses in Europe. Conway, on the other hand, has never enjoyed the gradual scientific clearance, under trained supervision, which is so important a part of the work carried out by the State at the monuments in its care

THE OUTER BAILEY OF CONWAY : This view of the Castle walls shows the extent to which they have become overgrown and to which they have decayed generally. Conway to-day has a general air of untidiness and of failure to respect the dignity of one of the most superb military conceptions of the Middle Ages. *On right*—A general view of the Castle on its rocky site above the river. It was one of the six castles erected by Edward I to consolidate his conquests, and it was there in 1294 that Edward was besieged



CAERNARVON, A PRINCELY STRUCTURE THAT HAS BEEN TREATED WITH DISCRIMINATION AT THE RESTORER'S HAND : A general view of the massive walls of the great stronghold which, like Conway, was built by Edward I to consolidate his Welsh conquests. At Caernarvon the Ancient Monuments Branch of the Ministry of Works has been enabled, largely through the generosity of private owners before the war, to open up the foreground of almost the whole circuit of the walls on which repair work, halted in 1939 and resumed in 1946, is now almost complete. There has been similar conservation at Harlech, Beaumaris and Flint, Conway being the vital exception. Caernarvon was the birthplace of Edward II, the first English Prince of Wales. He was probably not born in the Eagle Tower, as so many historians have stated, but in the older Norman castle

THE CRUMBLING BATTLEMENTS OF THE WEST TOWER OF CONWAY CASTLE : This picture also typifies the present decay of the great stronghold on the Marches. Some of the drum towers of Conway are weakened by major fractures, and everywhere ivy and vegetation are gaining a hold to an alarming degree

FLUFFY STEAMS ACROSS HIS MASTER'S BOWS: Mr. Winston Churchill and his pet bathing in the blue waters of the Mediterranean off Larvotto Beach, Monte Carlo

MR. CHURCHILL'S RIVIERA HOLIDAY

Britain's War-time Leader Enjoys the Bathing at Larvotto Beach, Monte Carlo

THE STONY PATH TO THE SHORE: Mr. Churchill found landing operations distinctly distasteful after bathing off Larvotto Beach, and the candid cameraman recorded him for a brief moment as he crawled shorewards on all fours. During his stay, Britain's wartime leader enjoyed brilliant weather, not to mention much hospitality

Mr. Winston Churchill, after six weeks at the South of France, where he had been staying as the guest of his American publishers, returned to London last Sunday, his arrival coinciding with the publication of the first volume of his eagerly awaited memoirs. The last days of Mr. Churchill's holiday were spent at Monte Carlo where, as the accompanying pictures show in some detail, he bathed from the pebbly beach of Larvotto. During his stay in the south Mr. Churchill visited the Duke and Duchess of Windsor at the Chateau Du Croie, and found time to indulge in his favourite hobby of painting. Included in his voluminous luggage were ten new paintings which he described as "of varying quality." Interviewed on arrival at Biggin Hill, Mr. Churchill declared: "I have had a very good holiday, and now I have come back to work." An R.A.F. guard of honour greeted Britain's wartime leader as he arrived at the celebrated fighter station

MR. CHURCHILL ACHIEVES HIS AMPHIBIOUS LANDING: *Left*—Standing triumphant upon the shore and contemplating more pebbles to come in his subsequent advance up the beach. *Right*—The objective reached, Mr. Churchill wraps himself in a bath-robe and dries himself off. After this diversion he settled down in his 10-gallon hat to do a morning's painting. As a result of his labours Mr. Churchill returned with ten colourful canvases, at least one of which his admirers will hope to see in the Royal Academy of 1949

A 46-MINUTE TRIP TO PARIS

From St. Paul's Cathedral to The Invalides by Helicopter and Meteor

On the last day of September three aircraft, a Bristol type 171 Helicopter, a Gloster Meteor Mark VII and a Westland-Sikorsky S 51 helicopter, took part in a three-stage journey from London to Paris in order to link the city centres within an hour. They covered the entire journey from a bombed site adjacent to St. Paul's Churchyard to the Esplanade des Invalides in just under 46½ minutes. The two air ports used by the Meteor were at Biggin Hill, in Kent, and at Orly on the outskirts of Paris. The Lord Mayor of London (Sir Frederick Wells) sent a letter which was carried as a "baton" to the President of the Paris Municipality (M. Pierre de Gaulle), brother of General Charles de Gaulle. Waiting at the Invalides to receive the letter was M. de Gaulle's deputy, M. Jean Aubertin. Accompanying him were Sir Oliver Harvey, the British Ambassador, Air Marshal Collyer, British Air Attaché, and General Revers, Chief of the French Army General Staff.

LONDON—THE BRISTOL 171 HELICOPTER ON THE FIRST STAGE OF THE TRIP TO PARIS: The pilot, Mr. E. A. Swiss, arrived at Biggin Hill Airport 9 mins. 25 secs. after taking off from a bombed site within the shadow of St. Paul's. He carried with him a letter addressed to the Mayor of Paris from the Lord Mayor of London. At Biggin Hill a jet aircraft was waiting to take off to Orly Airport, where another helicopter was standing by to finish the journey into the heart of Paris

WAITING TO START OUT ON THE FIRST LAP: A view of the scene taken from St. Paul's Cathedral showing the Bristol 171 helicopter preparing for the take off

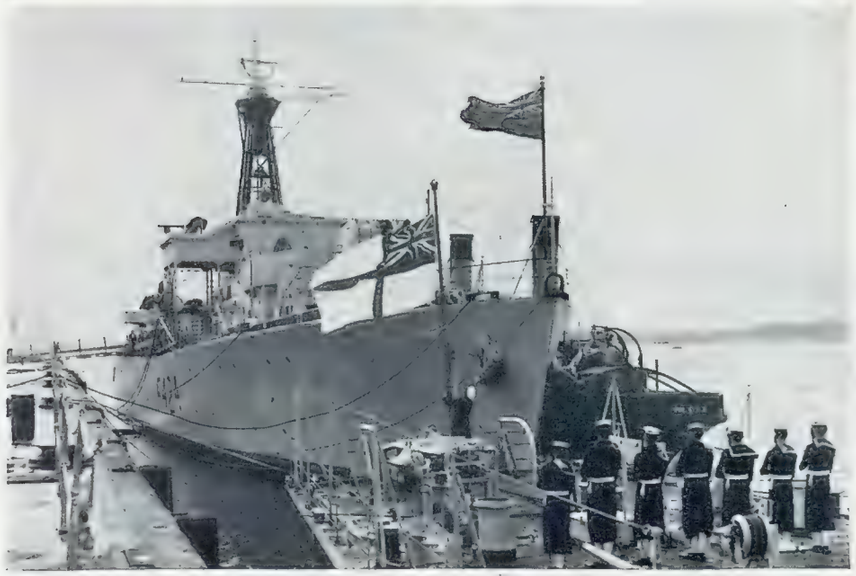
BIGGIN HILL—THE JET TAKES OVER: A white-overalled mechanic is seen running with the letter from the helicopter which had just arrived from St. Paul's Cathedral. After Squadron-Leader W. A. Waterton received the letter he flew the Gloster Meteor VII on the second lap of the journey across to Orly Airport, on the outskirts of Paris

PARIS—THE WESTLAND-SIKORSKY S 51 APPROACHING THE ESPLANADE DES INVALIDES: It had come on the last lap of the journey from Orly Airport and was flown by Mr. Alan Bristow. Owing to unfavourable weather conditions in Paris earlier in the day, the flight had been put back about four hours. The complete journey was finished in just under 46½ minutes

CANTERBURY CITY'S MEDIEVAL WALL, SHOWING THE BREACH WHERE EXCAVATIONS HAVE BEEN MADE, REVEALING A ROMAN WALL: This is over 1,700 years old and considered by experts to be the finest example of a Roman wall built round an existing city, south of York. Bomb damage has again brought to light a valuable relic of Roman England. Canterbury's medieval wall was breached by a bomb which fell near the Riding Gate in 1942. Now, excavations in the breach have been rewarded by the discovery of a Roman wall, whose foundation is thought to date back to A.D. 180-200. It was built of flint about 6ft. thick and 8 ft. high above the contemporary surface level on postings made of flint and Roman cement laid on loose flints in a shallow trench. The high standard of its construction is notable, the wall being in almost perfect condition

HOME NEWS IN PICTURES

THE NEWLY REVEALED ROMAN FLINT WALL SEEN THROUGH THE BREACH IN CANTERBURY'S MEDIEVAL WALL: The excavations were made where the city's wall was blasted by a bomb six years ago



THE FOURTH FRIGATE TO BE TRANSFERRED FROM THE ROYAL NAVY TO THE ROYAL NEW ZEALAND NAVY: The scene on board H.M.S. "Loch Achray" during the ceremony in which she became the H.M.N.Z.S. "Kaniere." Behind her is another frigate, H.M.N.Z.S. "Pukaki," formerly H.M.S. "Loch Achanalt," which was handed over two weeks previously

ON BOARD THE FRIGATE H.M.N.Z.S. "KANIERE": Admiral Sir Algernon Willis, Commander-in-Chief, Portsmouth, Mr. W. J. Jordan, High Commissioner for New Zealand; Lieut.-Commander B. E. Turner, the commanding officer; and Flag Lieutenant R. D. McDonald at the handing-over ceremony. Last week the frigate *Loch Achray* was transferred to the Royal New Zealand Navy and became H.M.N.Z.S. *Kaniere*. She is the fourth of six such frigates which are to be handed over and the ceremony was performed at Portsmouth by Admiral Sir Algernon Willis, who handed over the ship to Mr. W. J. Jordan, who received her on behalf of his Government. The ship was renamed *Kaniere* by Lady Willis

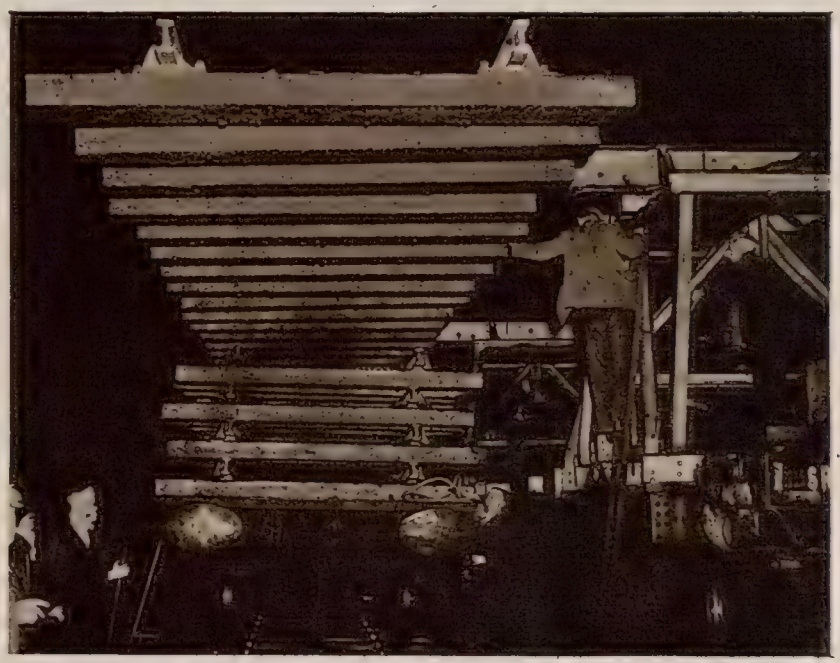
SIR THOMAS BEECHAM IS HELPED ASHORE AT SOUTHAMPTON MARINE AIRPORT: The celebrated musician strained his back while conducting in South Africa. Sir Thomas, who will be seventy next year, was transferred to a bath-chair after officials of B.O.A.C. had assisted him from the flying-boat in which he had travelled from Johannesburg. Lady Beecham said that, as a result of his conducting, his spine had been forced on to a nerve and caused him intense pain. He did not miss a single concert in South Africa, in spite of the fact that the trouble began during the outward journey. He conducted every day for six weeks, and took part in a film. Lady Beecham believed that an orthopædic specialist could cure Sir Thomas and confidently expected him to be well for his tour with the Royal Philharmonic Orchestra last Saturday

THE LAUNCHING OF THE "CAMBRIA," ONE OF BRITAIN'S TWO LARGEST AND NEWEST CROSS-CHANNEL PASSENGER VESSELS: The 5,200-ton vessel will carry 2,000 passengers on the Holyhead-Dun Laoghaire service. The *Cambria* is a sister-ship to the *Hibernia*, which is now fitting out. The two vessels were built by Messrs. Harland and Wolff at Belfast, and are powered by Diesel engines of the Harland-B. and W. two-stroke, single-acting trunk type. They are designed on modern lines with raked, rounded, stem, cruiser stern, two masts and single, low, streamlined funnel. Passenger accommodation is of high standard, including four cabins-de-luxe with their own private bathrooms. First and third-class public rooms are spaciously planned with lounges and smoke-rooms. The naming ceremony of the *Cambria* was performed by Lady Wood, wife of Sir William V. Wood, K.B.E.

ANOTHER LAKE DISTRICT PROPERTY FOR THE NATION : The view from Bull Crag, which has been bought by the National Trust, overlooking Stonethwaite and Borrowdale. This new acquisition embraces 95 acres in Borrowdale, the major part of which is Bull Crag, which lies at the foot of Langstrath facing land already owned by the Trust. It also includes some fields in the valley below Rosthwaite. Money used came from the Lindley Bequest, a provision of which was that it should be spent in the Lake District

LAYING PREFABRICATED RAILWAY TRACK IN A TUNNEL : The track being assembled by floodlight for transport to the Standedge Tunnel under the Pennine Range—4,086 yards were laid during three days and three nights of non-stop work. Loads of track were transported by wagon before each shift

AN EMPIRE RALLY AT CENTRAL HALL, WESTMINSTER : The audience of 5,000 listening to Mr. R. G. Menzies, former Prime Minister of Australia, when he spoke on the subject of the Empire Unity Campaign. On his left is Mr. Anthony Eden. Mr. Menzies discussing ways to Western Union mentioned the "step at a time method" which might lead some day to an organic association not only between the Western European Powers, but also between all the Democratic Powers. He said that this was "not inconsistent with the British Empire, because it recognises the same fact, that in group association of those with similar interests lies strength for the world." Mr. Anthony Eden said that this was a time for "steadfastness, coolness and patience, and also a time for the Empire family to take counsel together." Lord Woolton and Mr. Amery were also present



LIFTING A SECTION OF OLD TRACK ON TO A WAGON BY THE SPECIAL RE-LAYING CRANE : These cranes were loaned by Southern Region of British Railways. Last July prefabricated track was laid at Waterloo Station during the day, so that the public could witness the great progress made in this work

THE LATEST HILLMAN MINX HAS THE LOOK OF A BIG CAR : The entirely new design of the body gives added passenger and luggage space to the 10-h.p. Minx. Standing behind the car are Sir William Rootes, Chairman of the Rootes Group ; Mr. B. Winter, Engineer-Director ; Sir Reginald Rootes, Vice-Chairman ; and Mr. E. W. Hancock, the Production Manager. The new Hillman Minx can challenge the best American design, and has a remarkably roomy body for a car of only 1,184 cc. The bench-type front seat will carry two adults and a child without overcrowding, the new body providing an extra 4 ins. in width, and there is a large luggage-boot at the rear. The low-built body extends to the full width of the track, the newly-designed bonnet has an air vent incorporating six horizontal chromium-plated slats. The car has coil-spring independent suspension on the front wheels and a four-speed gear-box

NEW TRACK IS LOWERED INTO POSITION IN THE STANDEDGE TUNNEL : Three hundred permanent-way men of the London Midland Region of British Railways were engaged last week in re-laying 4,086 yards of prefabricated railway track in the three-mile-long Standedge Tunnel under the Pennine Range between Manchester and Sheffield. The non-stop operation lasted three days and nights. The engineers in charge of the project kept in touch with the outside world by means of portable telephone plug-in points spaced every 400 yards along the tunnel walls. Two re-laying trains, each loaded with forty 60-ft. lengths of pre-assembled track, ran a shuttle service into the tunnel at intervals. They were equipped with special re-laying cranes, loaned from Southern Region, which lifted out the old tracks and laid in new lengths as the train moved along. The trains operated from Diggle, at the Manchester end of the tunnel, from which point re-laying began. The re-laying trains ran backwards and forwards between Diggle and the site of the re-laying inside the tunnel, carrying up lengths of prefabricated track and returning with lengths of old track as they were taken up. There are four tunnels at Standedge—one canal, two single and one double railway tracks. The current re-laying scheme involved only the double track

The NEW SPLENDOUR of KING'S

The Celebrated Cambridge Chapel Cleaned and Reopened to the Public

THE GLORY OF ENGLISH TRACERY REVEALED IN ALL ITS PRISTINE SPLENDOUR : Looking west along the nave of King's College Chapel, Cambridge, the cleaning of which has now been completed after some months of intensive work. The chapel has just been reopened to the public, and for the first time for many years the whiteness of the stone is fully revealed. The chapel was begun in 1446 by Henry VI, and it took nearly 100 years to complete. Succeeding monarchs contributed towards it, including Henry VIII, who gave the screen. The West Window, of the Last Judgment, is modern, but some of the very early stained glass has few equals in Europe

KING'S COLLEGE CHAPEL CLEANED AND RE-FURBISHED : The interior looking east ; a view showing in some detail the magnificent tracery of the roof in which the Tudor portcullis and rose motifs are freely used. The organ screen is Italian work of the second quarter of the sixteenth century, and the organ case is by Renatus Harris (1688). The chapel is 289 ft. long

BISHOP LLOYD'S HOUSE BECOMES THE PROPERTY OF THE PEOPLE OF CHESTER : The elaborately carved façade of the house in Watergate Street which has been accepted by Chester Council from Mrs. Phyllis Brown and the co-trustees of her late husband's estate. The house was the residence of George Lloyd from 1604 to 1615. It was in 1604 that Lloyd succeeded Vaughan as Bishop of Chester. The Bishop is said to have treated the nonconforming clergy of his diocese with considerable leniency, protecting them as much as he could from the virulent persecution of the day. He is buried in Chester Cathedral

EDWARD MAUFE BUILDS AN ANNEXE TO HIS OLD COLLEGE : This annexe to St. John's, Oxford, is built of Clipsham stone and is to be called Dolphin Quad. In time the "Quad" will blend with the College buildings, which are seen on the left. Mr. Maufe, who is a Fellow of St. John's, has contributed considerably to modern University architecture, and his name is also associated with the New Guildford Cathedral, work on which has just been restarted. St. John's College was founded in 1555 by Sir Thomas White, Lord Mayor of London. Among celebrated members of the College have been A. E. Housman and Professor Gilbert Murray

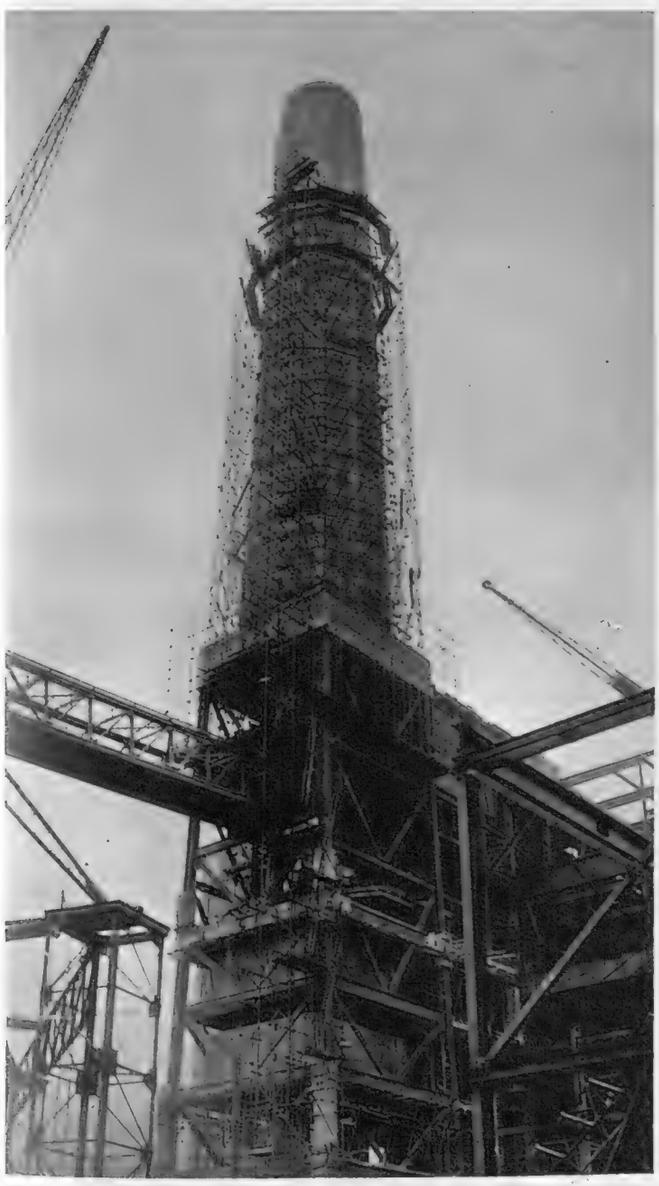
LONDON LIFE

A Horticultural Show in the City: The New Sheriffs: Deptford's Power Station

A FLOWER SHOW IN THE BUSINESS HEART OF THE CITY OF LONDON: In the directors' room at the Midland Bank, Poultry, the Midland Bank Horticultural Society recently held their annual display, the proceeds going to the Bank Clerks Orphanage Fund. The show was a tremendous success, as also was that organised by the Lloyds Society, also in their board-room

Two of the big banks, Lloyds and Midland, rivalled each other recently by holding their annual horticultural shows in their spacious boardrooms in the City. The Lloyds Society, begun in 1937, has 1,300 members, and the Midland Society, which is thirteen years older, has 485 members, but, as one commentator described it, there was nothing to choose in quality or quantity between the opulent fruits and vegetables and the magnificent flowers of the two.

The Midland show was opened by the Marquess of Linlithgow, former Viceroy of India, who is a very keen gardener. Lloyds had a sideshow of tobacco plants, one exhibitor from head office showing leaves which he had grown himself, dried, treated and pressed into slabs. He planted the seed in May and hopes this year to have a crop yielding 50 or 60 lb. of best English tobacco



THE TOWER OF THE NEW DEPTFORD POWER STATION: Construction work nearing completion on the 320-ft. stack. The station is the latest in the chain of riverside plants stretching from Kingston to Barking

The 1948-50 programme for London's power stations is making giant strides, and already one-half of the great Kingston station is in operation. Croydon "B" Station is also making progress, while the enlargement of Bankside, subject of a bitter controversy, has already begun. Two pictures on this page show the new Deptford generating station, which is rising in the heart of Dockland and is remarkable for its great chimney, which towers to a height of 350 ft. above the riverside.

TWICE AS HIGH AS THE NELSON COLUMN: The 320-ft. chimney of the British Electricity Authority's power station which is rising above the docks and wharves of Deptford

THE INSTALLATION OF THE NEW CITY SHERIFFS: Sir Noel Vansittart Bowater, Alderman of Castle Baynard, and Major Guy Richardson, being sworn in as Sheriffs of the City of London in the bomb-scarred precincts of the Guildhall. The two Sheriffs are standing together at the table, and seated on their right is the Lord Mayor, Sir Frederick Wells. Sir Noel Bowater, whose name is so well known in the printing, publishing and allied trades, replied to the toast at the customary Sheriffs' breakfast held in the Hall of the Grocers' Company. He referred to the shortage of newsprint, but declared that he hoped that the Press would still find the opportunity to publicise the needs of the City at this moment, when it was being replanned

HEAVY SEAS FROM BISCAYNE BAY LASH THE MIAMI SHORE : This picture was taken during the height of the great hurricane which recently swept across the Caribbean and hit Florida, doing an immensity of damage

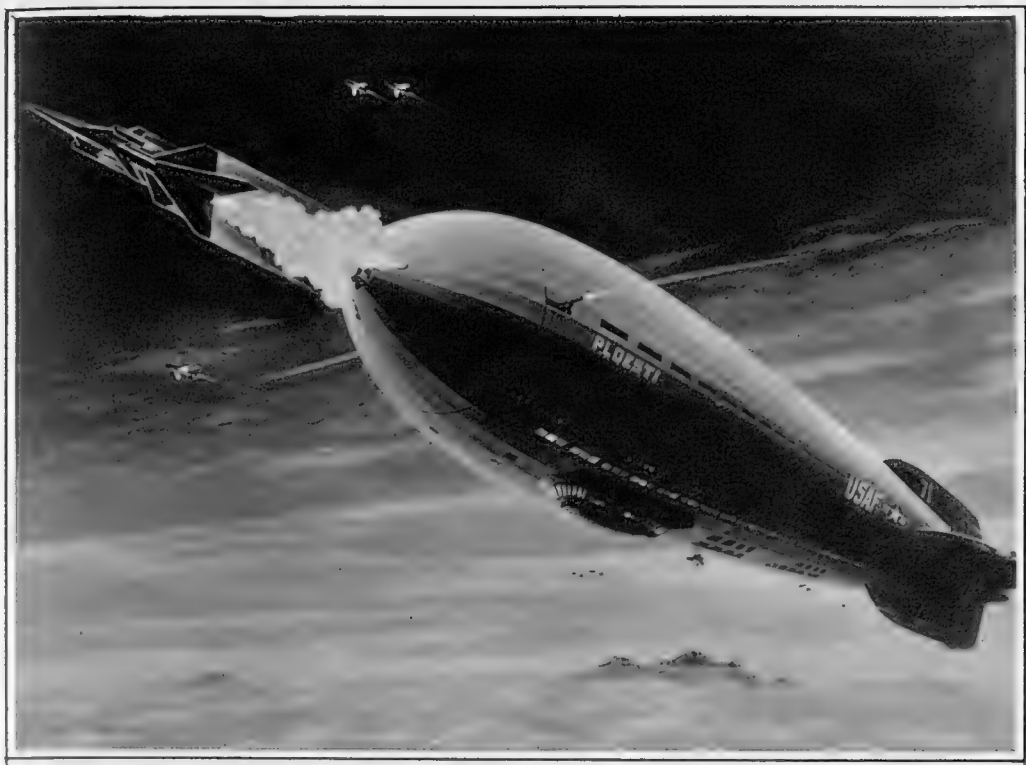
Before, During and After THE GREAT FLORIDA HURRICANE

After crossing Cuba from the south the recent Caribbean hurricane, gathering force and speed as it went, tore through Southern Florida. It struck Everglades City on the West Coast with winds of 125 m.p.h., and then hit heavily at Key West, where the roofs of eighty houses were removed. At Miami, which was fully prepared to bear the brunt of the storm, citizens took the most careful precautions well in advance. As the hurricane approached, streets were almost deserted save for the presence of workmen hastily boarding up windows of hotels, shops and private houses. Schools were closed, funerals were postponed and all social engagements and meetings were cancelled. After the hurricane had passed the resort, cities presented a spectacle of uprooted trees, broken power lines, smashed windows and flooded streets.

DEBRIS FROM THE MIAMI FORESHORE LITTERS A BRIDGE APPROACH : An example of the havoc wrought by the hurricane as it roared over the city. Thousands of acres of vegetables, sugar-cane and citrus fruit in Florida were destroyed by the storm

MIAMI WAS FOREWARNED : Men erecting emergency shutters after news had been broadcast to Miami citizens that the hurricane was crossing the State at a speed of 16 m.p.h. More than 8,000 citizens took refuge in shelters in the city, and most buildings were well protected

HIGH WAVES LASH THE MIAMI FORESHORE AND PALM TREES ARE PUSHED BACK VIOLENTLY BY THE FORCE OF THE WIND : This dramatic picture was taken at Biscayne Bay as the hurricane neared its height. The centre of the storm did not hit Miami, passing to the west, but even so, the wind blew at 75 m.p.h.



A JULES VERNE CONCEPTION FROM THE AMERICAN CONTINENT: The artist, Frank Tinsley, has drawn this picture of a super-dirigible which it is suggested might be used in warfare for launching atomic rockets at targets anywhere in the world. The dirigible would be capable of world-wide range at high speed, and would launch a two-stage guided atomic missile from its nose. Parasite fighters, which would occupy a hangar in the belly of the dirigible, would protect the mighty craft from any attacking planes. From a tactical point of view the idea seems to have nothing to commend it, as it is hardly likely that the dirigible could exist for a moment in the face of anti-aircraft fire with proximity fuses accurate up to 40,000 ft.

AMERICANA

Some Recent Tidings from the Other Side of the Atlantic

MARTYRS TO THE CAUSE OF SCIENCE: These two police officers of Cleveland, Ohio, allowed themselves to become intoxicated in order to measure the effectiveness of new equipment designed to estimate the degree of drunkenness and suggested for use in police enquiries. Detective John Andes and Patrolman Walter Schaffer are here seen doing their duty as they succumb to the evil liquid

WITH THE BOTTLE HALFWAY DOWN: While Patrolman Schaffer looks benignly on, Detective John Andes, laughing merrily, attempts to sort out a pack of cards. At this stage the martyrs were going strong

THE WILLING GUINEA-PIGS REACH SATURATION POINT: John Andes is blowing up a balloon, the colour of which betokens the degree of inebriation. Andes was adjudged at this stage as not quite drunk

EASING THE AMERICAN HOUSING PROBLEM—FACTORY-BUILT HOMES FOR PENNSYLVANIANS: *On left*—**A crane lowers a unit of the prefab. house into place on a foundation at Prospect Park, Pennsylvania.** *On right*—**The nearly-finished house which gives the impression of having a fine front garden.** After a prospective landowner has bought a plot of land and laid the foundations for 850 sq. ft. of floor space, Reliance Homes Incorporated, of Lester, Pennsylvania, will bring him a factory-built home for 6,000 dollars. Five trailer trucks bring the modern six-room dwelling to the foundations, and after two hours' assembly work the home is nearly ready for occupation. Seven sections comprise the house, which is complete with wiring, plumbing, lavatories and equipment. After the assembly there is only the interior decorating to be completed. The floor plan of the house includes a combined living- and dining-room, three bedrooms, modern kitchen and bathroom. Radiating hot air, heated by oil, and an automatic water system provide winter comforts

WELL MET BENEATH THE WATERS OF THE EAST RIVER: Sam Lien (right), who has broken through from the Brooklyn side of the river, shaking hands with Andy Amisano, who has come from the Manhattan side, after "holing through" during the construction of the £16,000,000 Brooklyn-Manhattan tunnel, which will provide a vitally needed transport link between the two New York boroughs. Looking on is Harry Stripling, the supervisor of the tunnel excavation works, who had the satisfaction of seeing the break-through occur exactly where planned

THE DRUNKOMETER GOES INTO ACTION: Patrolman Dumbrowski and Sergeant Dodge, of the Cleveland Police, testing the equipment used for determining varying degrees of drunkenness

The problem of assessing degrees of inebriation has always been a cause for concern among police doctors and in police stations on both sides of the Atlantic, and the decision whether a motorist might be called "drunk in charge" has often remained highly debatable. Now, as a result of the self-sacrifice of Detective John Andes and Patrolman Walter Schaffer, who consented to drink each other under the table in order to test the new Drunkometer, the Cleveland Police Force think that they have the key to their problem. In the above pictures Schaffer and Andes are seen undergoing their great ordeal. Their gusts of gay and abandoned laughter as the experiment reached its climax betokened that their side of the experiment, at any rate, was proceeding without a hitch

THROUGH THE LANDS OF THE VENDANGE

A Pilgrimage to Bordeaux for the Grape Harvest

By CHARLES GRAVES

Bordeaux.

THE curtain goes up to-morrow on the drama of the harvesting of the grapes throughout the claret-growing vineyards of France. Millions of francs depend on the exact degree of sugar in the unfermented grape-juice. Anything over 10 per cent. in the ordinary vineyards and over 11½ per cent. in the class vineyards is what is hoped for, but not expected in view of the heavy rains, which have retarded the grape gathering by nearly a fortnight.

So now I must content myself with an account of a journey through France from Dieppe, 700 kilometres north, to the capital of the claret country. I had originally intended to take the train from Dieppe to Paris, but a glance at the local newspapers suggested that the strikes of all types of transport workers might immobilise me for days to come. Fortunately, there was an hour before the train left, during which it was easy to find an amiable taxi-cab driver who thought nothing of hurrying home, packing a diminutive suitcase and driving me south. True, before he could fix a price he had to study the route and the kilometres involved, and then find out the current black-market price of petrol. Having done so, we set out for Chartres.

On the way we passed Rouen, the centre of which is still disembowelled. For three years the local authorities have been trying to remove the thousands of tons of rubble in the main squares and streets. Now at last they have cleared a kind of cart track amid the piles of fallen masonry. But the Cathedral looks as though it can never be restored. Evreux, too, had obviously been fought over and was full of the aftermath of war. But, as in the outskirts of Rouen, the wooden French chalets looked much more friendly and homelike than English prefabs.

All along the route were football fields. The French, not knowing which way to turn politically, have gone quite sports-crazy. Newspapers devote more to games and racing than ever before, unless they happen to be the organs of General de Gaulle. Tobacco and cigarettes are no longer rationed. Centimes and all coins of a smaller denomination than one franc have been withdrawn. Pears cost three times the price of a peach. All *caniveaux*—the little stone gutters in the middle of French villages which used to slow down the motorist—have been removed, either by the Allies or the Germans.

The prices of hotel bedrooms have scarcely gone up at all. Chartres Cathedral is completely undamaged. Every single pane of stained glass was removed at the outbreak of war and put in the crypt. By next week they will all be back in place, with the exception of two comparatively modern ones. Five craftsmen have been hard at work on them for over four years. At an hotel, the Grand Monarque, nothing seemed to be different except for the price of food and drink. There were several English parties. One included a couple who were on their way back from Switzerland, where their daughter was at a finishing school. It seems that each girl is given 10 francs a week pocket-money, but after three weeks she is fined five francs every time she speaks a single word of English. That is undoubtedly a very good way to guarantee a quick French vocabulary.

From Chartres, Route National 10 was as spacious and smooth as ever it was before the war, even more spacious because of the lack of cars and lorries on the road. In spite of the wet summer, it looked as if the harvest had been a good one. At any rate, all the crops had been brought in except for a certain amount of hay. Autumn ploughing was in full progress. The French peasants cannot be bothered with strikes, whether token or serious. What seems to be the real trouble with French agriculture, which in turn is the kernel of the whole French economy, is the complete and utter lack of proper agricultural machinery. Not once did I see—in 700 kilometres—a single tractor, mechanical harvester, or anything which approached up-to-date farming methods. And I am reliably informed that ploughing oxen now cost as much as 100,000 francs apiece—a matter of £120 or so. Agricultural labourers' wages go up month after month. The owners of vineyards, for example, simply read what the local prefect has decided and then pay their people whatever it may be. One vineyard which cost 60,000 francs to maintain before 1914, now costs 8,000,000 francs. At another the maintenance of three acres of vines cost 7,000 francs in 1939 and now costs 150,000 francs. True, the price of wine has gone up fifteen times, but that compares badly with the other increase, which is twenty times.

Here and there we passed very minor demonstrations with a few earnest tub-thumpers and a number of self-conscious citizens, who took the situation just about as seriously as the people who frequent Orators' Corner at Marble Arch. Some were frankly grinning—that was before we reached the real wine-growing area, though. The Gironde seems to be very partial to General de Gaulle, if one can judge by the posters and newspaper sellers, and no strikes took place at all.

One disappointment on the drive south was to find that M. Bureau, the owner of the Chapon Fin at Poitiers, has sold the business and gone to live at Bandol, in the South of France. It was also sad to see that the Guide Michelin has deprived numbers of hotels and restaurants of their coveted XX or XXX or even X.

In some ways the countryside, too, has changed. We passed miles and miles of unexpected Jerusalem artichokes and still more miles and miles of sunflowers. On enquiry I learnt that both were legacies of the war, the artichokes acting as an alternative to potatoes and the sunflowers being grown for the oil extracted from their seeds, to take the place of the ordinary cooking oils which were no longer available, and are still in pretty short supply.

The tide of war certainly swirled round France in a freakish way. There are whole stretches of smiling countryside. Then comes a town like Tours, in which 3,000 houses were demolished as long ago as 1940. At Poitiers the railway station was the only target of the bombers. Elsewhere the bridges afford mute testimony of what happened. For the first 400 or 500 kilometres they had all been bombed or blown, and military types are still in use. Farther south you could never guess, from the windows of your motor-car, that the Germans had occupied the country for all those years, and you can still buy *foiegras* for the equivalent of 4s. a pot, or a bottle of *vin ordinaire* for 2s. 9d.

But about the grape harvest. The wine-growers and shippers of Bordeaux have at last seen the red light, as far as Empire and other wines are concerned. There were two important conferences held to-day to discuss ways and means to revive, or at least to increase, the popularity of their wines. The truth of the matter is that the wine-growers are such fierce individualists that it is impossible for the ordinary Englishman, American or other foreigner to be sure that he can get anything like the same Bordeaux table wine from one year to the next. The great Houses like Château Margaux, Lafitte, Mouton-Rothschild, Haut Brion and La Tour naturally succeed in reproducing, year after year, the distinctive flavour and bouquet of their château-bottled wines. But what is really required is to come to some standardisation of ordinary table wines.

Oddly enough, the chief apostle of this creed is one of the senior partners of Château Margaux. Real gourmets will be interested to hear that 1947 is going to be one of the greatest years for claret in the past forty years; 1945 is also going to be well above the average. The real trouble is, though, that the wine-growers of Bordeaux have in some cases nominated more vintage years than was probably wise in the long run. What is more, some of their own best experts have been lured to countries as far away as Chile, where they have initiated the local industry in the finer arts of making wine. And though it is quite true that the soil and climate of this part of France cannot be duplicated anywhere else in the world, and therefore no other country can produce class wines which can begin to compare with château-bottled clarets, the increase in the production of perfectly sound table wines and the tariff walls put up to protect them in other parts of the world is causing considerable concern to all except the owners of the most famous "Marques" of Bordeaux.

Later.—In spite of the Russian news and the strikes and the poor weather of the past few weeks, there are smiles in Bordeaux this evening. I have just been out to the Haut Brion vineyards where they have already started to gather the grapes, and the first samples show most unexpectedly that the amount of sugar in the unfermented grape-juice is no less than 13 per cent. So, after all, 1948 may be a vintage year. In which case, at least one vineyard proprietor is going to call it after the name given to Princess Elizabeth's expected child.

PRINCESS ELIZABETH IN PORCELAIN: HER ROYAL HIGHNESS IN THE BIRTHDAY PARADE

A MEMORY OF 1947: The Queen has specially commissioned this statuette in porcelain of Princess Elizabeth as she appeared on her horse Tommy in the King's Birthday Parade in May last year. It has been designed by Miss Doris Lindner, of Hampstead, and executed by the Royal Worcester Porcelain Company. The statuettes will probably become collector's pieces, as there are only 100 produced—for export only. They will be sold for about £100 each

KOREA'S FREEDOM TRAIN

A Mobile Education Unit Preaches the Virtues of Democracy

THE FREEDOM TRAIN PUFFS AND BLOWS ITS WAY THROUGH SOUTH KOREA : In this train members of the United States Army Civil Affairs Division tour the Republic with thirty Korean actors and actresses, presenting a play called *Father's Native Village*, which is specially designed to draw the attention of audiences to the virtues of the Democratic way of life. The play is proving a success, winning the unstinted approbation of audiences, among whom are many Koreans who have never before seen a play

THE STREET IS JAMMED WITH EAGER PLAYGOERS : On the arrival of the Freedom Train in the Korean town of Kunsam the populace came out in thousands to get tickets for the show

THE SEA OF UPTURNED FACES : A typical South Korean audience which saw the first performance of the play in the railway yards at Kunsam, a town 160 miles south of the capital of Seoul, and later saw a presentation of it in the local theatre

Written by a Korean, *Father's Native Village* dwells with emphasis upon the great simplicities, the fight between good and evil, the good doctor who gives all to the poor and the vicious headman who preys upon the fatherless and the widowed. The purveyors of these noble verities are the Information Section of the Civil Affairs Division of the United States Army of Occupation in South Korea, and they are touring the towns and villages of the new Asian Republic in what is popularly known as the Freedom Train, a number of box-cars in which the American producers and the Korean actors have made their home. The moment the Freedom Train arrives in any centre it is mobbed by enthusiastic crowds, and the play itself invariably draws a storm of applause as it mounts to its heady climax with virtue triumphant and the wrong-doers brought to see the error of their ways

AT THIS POINT IN THE PLAY, THE TRADITIONALLY STOLID KOREANS SHOUT AND CHEER : The American-trained doctor uses all his medicine to treat the headman's son, and the doctor's son dies. The doctor's wife and child are at the left and the headman's wife and son at right. The doctor stands in the centre, making the decision. The headman, a rich landowner and money-lender, is so overwhelmed by what has occurred that he stops lending money at high rates and distributes rice to the poor

ALL AGOG : Koreans usually show little or no outward emotion, but some of the dramatic points in the three-hour drama "Father's Native Village" moved them to enthusiasm. This production of the United States Army Civil Affairs Division has never failed to play to a packed house in its tour of the Korean Republic

The World of Books—BY VERNON FANE

CLEMENT ATTLEE AND HIS COLLEAGUES

An Estimate of Labour in Action and its Leaders by Francis Williams

EVER since the inception of the Fabian Society, the Labour movement has not lacked intellectuals, and throughout its growth has been nourished and sustained by many skilled dialecticians who could command a reading public. Even more valuable has been the type of scholar not lacking in the common touch who could put the views of the comrades over to the community.

Mr. Francis Williams was for some time Editor of the *Daily Herald* (and, incidentally, one of the youngest editors in Fleet Street), and after distinguished service as Director of the Press and Censorship Division of the Ministry of Information during the war, moved to 10, Downing Street to become Public Relations Adviser to the Prime Minister. Before taking up that post he wrote *Press, Parliament and People*, which shed a clear light on some parts of the machinery of Government which were obscure to political friends and foes alike.

Mr. Francis Williams has now retired from Downing Street and has written THE TRIPLE CHALLENGE (Heinemann. 10s. 6d.). He sub-titles it *The Future of Socialist Britain*, but it is, in fact, the first clear and concise account of the present Labour Government in action.

Even the most obtuse among us must realise that we are living in the midst of a revolution, and that within the short compass of the last two years, deep and profound changes have been effected in the political life of this country. Mr. Williams not only traces the historical steps which have led to these things, but examines their impact upon the life of this country to-day and, what is more important, upon Britain, the Commonwealth and the world at large.

Very naturally, Mr. Francis Williams is concerned chiefly with the theories, hopes and aspirations of British Socialism, but a lot of what he has to say transcends the domestic political scene and is well worth the attention and the study of every subject of the King. Incidentally, he includes some frank and forthright pen-portraits of the leading figures of the Government, Attlee, Bevin, Cripps and Morrison. It will be interesting to see whether history confirms his view of Mr. Attlee as "one of the most considerable and formidable figures in British political history."

WITH BEST WISHES

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"Love," said Stendhal, "was always for me the great, almost the only preoccupation." As a statement, it might be said that that is as little in tune with our present times as one could imagine, but it has suggested the theme for a study to one contemporary writer, and in SEVEN FACES OF LOVE (Bodley Head. 8s. 6d.) M. André Maurois has explored variations in the sentiment through three centuries of French writing.

To accomplish this, M. Maurois has chosen the heroines of seven famous authors, including Stendhal, Flaubert, Balzac and Proust, and has analysed their approach to love in so far as it reflects the writer. The result may lack profundity, but it has all the charm and sophistication of an elegant fashion drawing.

SACKVILLE OF DRAYTON (Home and Van Thal. 21s.) is a commendable effort by Mr. Louis Marlow to write not only the first biography of an eighteenth-century figure, but to write it in such a way as would redeem the man's reputation. "No figure of that time has been less justifiably ignored than Lord George Sackville," writes the author with an indignation which persists throughout his pages, and he proceeds to detail his career of which the only memorable incident, generally speaking, seems to have been his disgrace after the Battle of Minden, in which Lord George was accused of cowardice.

Claire and William Band have written a book about China at war, which is based on experience that was often painful and dangerous, and at all times extremely personal. In 1940 Professor Band was working in the University in Peiping, sharing a placid intellectual life with his wife and their many Chinese friends. In 1941 they were both fugitives from the Japanese, and for the following two years they lived with Chinese guerillas or with the poorest Chinese peasants, until they reached Chungking. DRAGON FANGS (Allen and Unwin. 18s.) tells the tale of their adventures, and while it does that it succeeds as a readable and exciting chronicle. In its political bias it will be less reassuring to many of us.

The first volume of THE DIARIES OF FRANZ KAFKA (Secker and Warburg. 16s.), which cover the period from 1910 to 1913, has been edited by his friend Max Brod and translated from the German. Undoubtedly these intimate glimpses of an extraordinary writer and character will be of interest from a literary point of view, for the diaries were not intended for publication, and are written in what occasionally seems like a frenzy of introspection.

FRANZ KAFKA (Secker and Warburg. 18s.) is an interpretation of his works by Herbert Tauber, and this too has been translated from the German. The purpose of the study is to provide "an exhaustive commentary on the sum total of Kafka's writings," and this it may be said to have done.

THE TAVERN IS MY DRUM (Odhams. 12s. 6d.) is the autobiography of Joseph Vecchi; a restaurateur whose career began in Leningrad before the last war, and is still progressing in London to-day. This is written with constant good humour and gusto and, if you can resign yourself to a lack of literary style and some inaccuracies in names and titles you will enjoy these reminiscences.

Mr. Leslie Greener has written an autobiography, too, but in his case it follows a different plan, for he decided, during the long hours of inactivity when he was a prisoner of war, that his *alter ego* would have made a much better job of his life than he had, and set out to write about his early life as it might have been. HE LIVED IN MY SHOES (Harrap. 10s. 6d.) has its amusing moments, but the device is a strain on the reader.

CRICKET HERITAGE (Stanley Paul. 12s. 6d.) comes at the end of the season, but it will be welcome, nevertheless, since it is the reminiscences of one of our most enterprising players, who has been tipped as a future captain of England, W. J. Edrich. He writes with an attractive modesty and tells the inside stories of some memorable matches.

Mr. John Brophy's new novel is a story of the lovely girl who was to have married the Irish patriot Robert Emmet. SARAH (Collins. 9s. 6d.) is a romance, but then, so was the love-story itself, however ill-starred, and the romantic manner suits its telling.

Sarah Curran was the daughter of a Dublin barrister. Emmet was a patriot, and he was a rebel, and he was publicly hanged in the streets of Dublin while he was still young and before he could marry his betrothed. Their story was a tragedy, and Mr. Brophy has told it with sentiment and simplicity.

THE PILLAR OF CLOUD (Gollancz. 9s. 6d.) is a moving and in some ways terrible story of a group of people living in Germany after the war. Its author, Mr. Francis Stuart, is an Irishman who himself spent the war years there, so it is likely that the setting is authentic.

The French quarter of Montreal is the scene of THE TIN FLUTE (Heinemann. 10s. 6d.), a first novel which has already won two literary prizes, and which was first published in Canada in French. Miss Gabrielle Roy has a distinct and fresh talent, her own way of achieving pathos without mawkishness, and of defining character without overwriting.

The French-Canadian family whose story this is, live in a poor quarter of Montreal, and know poverty to the degree of hunger. There is realism here. Above all, there is a warm compassion.

CLASSICS DRESSED IN CELLULOSE ACETATE

Samuel Pickwick, that "most verdant, elderly benevolent gentleman," and a great traveller to boot, and Amyas Leigh, that young and combative spirit, no less amiable in disposition than the beloved Samuel and even more of a traveller, were neither of them ever in serious danger of being lost to memory; but in the last decade perhaps those characters, each in his own way so colourful, have had a decreasing circle of friends; a generation has begun to grow up that knows nothing of the Rose of Torridge or of Tony Weller, that luckless "victim o' connubiality." Now at long last the deficiency in the supply of classics brought about by the war years is being made good, and in this connection we can extend a welcome to Macdonald's illustrated classics, a handsome series which is being brought out under the general editorship of Malcolm Elwin. No. 1 is Charles Kingsley's WESTWARD HO!, with some colourful illustrations by Hookway Cowles, and No. 2, illustrated by Broom Lynne, is THE POSTHUMOUS PAPERS OF THE PICKWICK CLUB. Both are published at 8s. 6d., neatly bound, well printed, with adequate spacing, on good paper, and generally well presented. The cellulose acetate wrappers, overprinted in yellow and blue, will appeal strongly, and the publishers are to be congratulated on a really first-rate effort.

"There is the good that every soul desires; there is the rest for which the world doth yearn; there love is and there, too, is pleasure."

These words were written by Richard Aldington. They are an extract from a translation of a sonnet by Joachim de Belloy, the friend of Ronsard, who reflected so strongly the intense and voluptuous melancholy of the Renaissance. They are remarkable because they seem to outsoar the original French, as those who read Richard Aldington's FIFTY ROMANCE LYRIC POEMS (Allan Wingate. 10s. 6d.) may find on more than one occasion, when they read the translation and the French or Italian original side by side. In this feast of romantic song, which conjures up so vividly the Provençal atmosphere and the days of the troubadours, Mr. Aldington takes us from the eleventh century, when William of Aquitaine, who was excommunicated for robbing churches and for general immorality, first gave his love songs to the world, to the middle seventeenth century when Theophile de Viau contributed the last genuinely lyrical poetry to the French poetic heritage. All the great romantic names are there; Boccaccio, Charles d'Orleans, Lorenzo de Medici, not forgetting, of course, the immortal Villon. Villon's epitaph ("Brothers among men who after us shall live, Let not your hearts' disdain against us rise") has often tempted translators. Richard Aldington's version has nobility, a true tribute to the medieval poet in whom there flared up so fiercely a dying tradition.

"The outstanding memory I have brought away from the women I have known and loved is the memory of being bored. I have been so bored that I have invented any and every excuse, even going to the length of sending myself recalling telegrams, in order to get away." This masterpiece of gallantry, torn admittedly from its context, is the work of C. E. M. Joad, whose characteristically self-centred volume of comments, reflections and reminiscences appears under the title of A YEAR MORE OR LESS (Victor Gollancz. 12s. 6d.). The book is much in the manner of James Agate's *Ego* series, without the same degree of wit and with, perhaps, rather more ego about it than most readers will care for.

The National Trust administers on behalf of the nation more than 1,000 properties of natural beauty and historic or architectural interest, and it has the good sense to keep the proprietors (us, the great British public) well informed of its stewardship, and of how we may gain access to these great properties which have come into our possession. THE NATIONAL TRUST GUIDE: BUILDINGS (Batsford. 7s. 6d.) is the work of James Lees-Milne, permanent secretary to the Buildings Committee of the Trust, who provides complete information as to the situation of some of the historic houses which are open, together with their history and such practical details as times of opening. The book is a convenient pocket size.

For the naturalist come two important new publications, THE BOOK OF NATURALISTS (Robert Hale. 15s.), an anthology by William Beebe, Director of the Department of Tropical Research, New York Zoological Society, and BRITISH PLANT LIFE (Collins. 21s.), by W. B. Turrill, an important addition to the "New Naturalist" Series, which has been launched with such marked success. Mr. Turrill is Keeper of the Herbarium and Library of the Royal Botanic Gardens, Kew.

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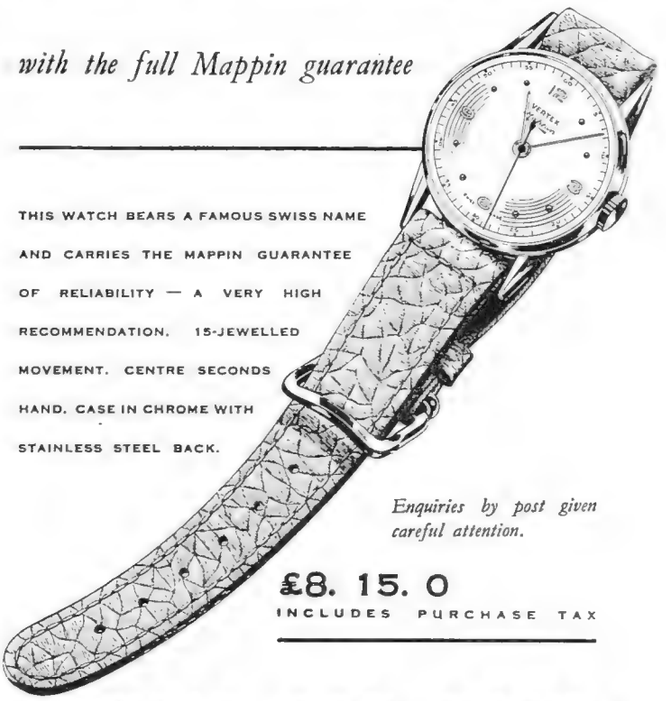

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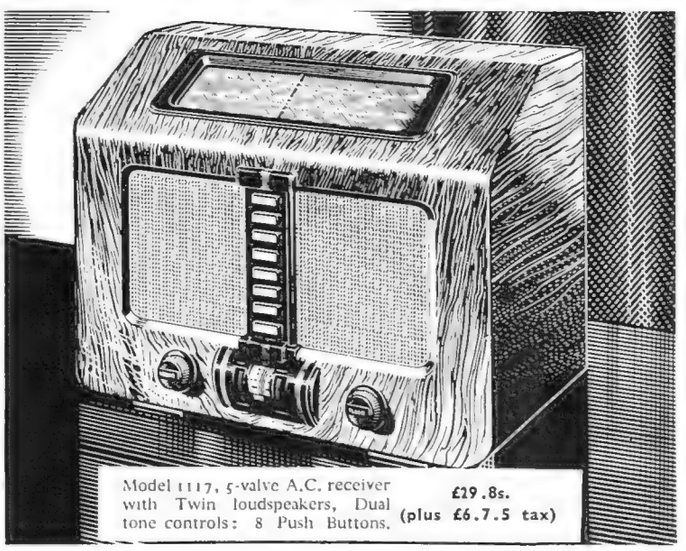

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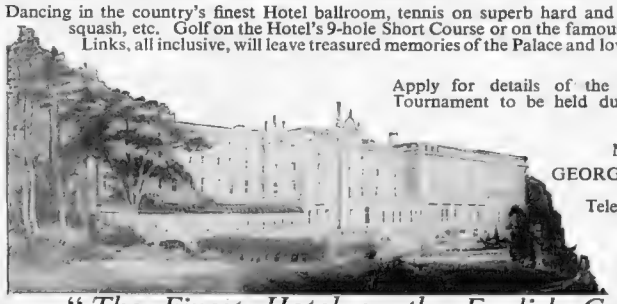

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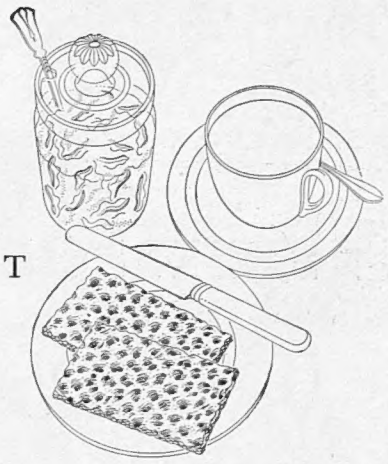

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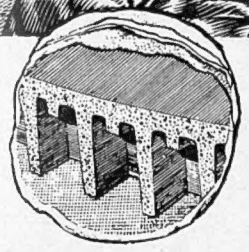

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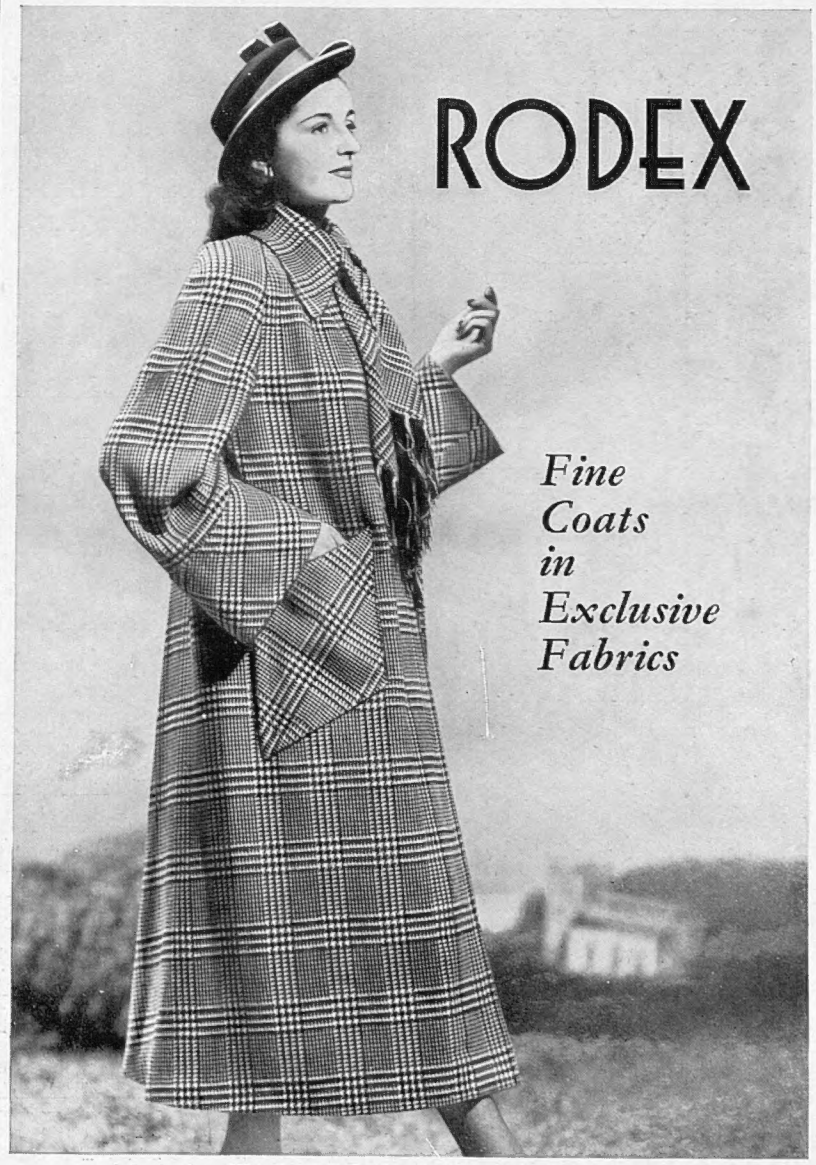

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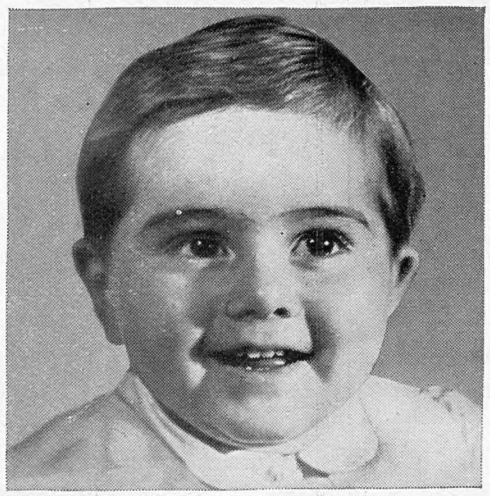

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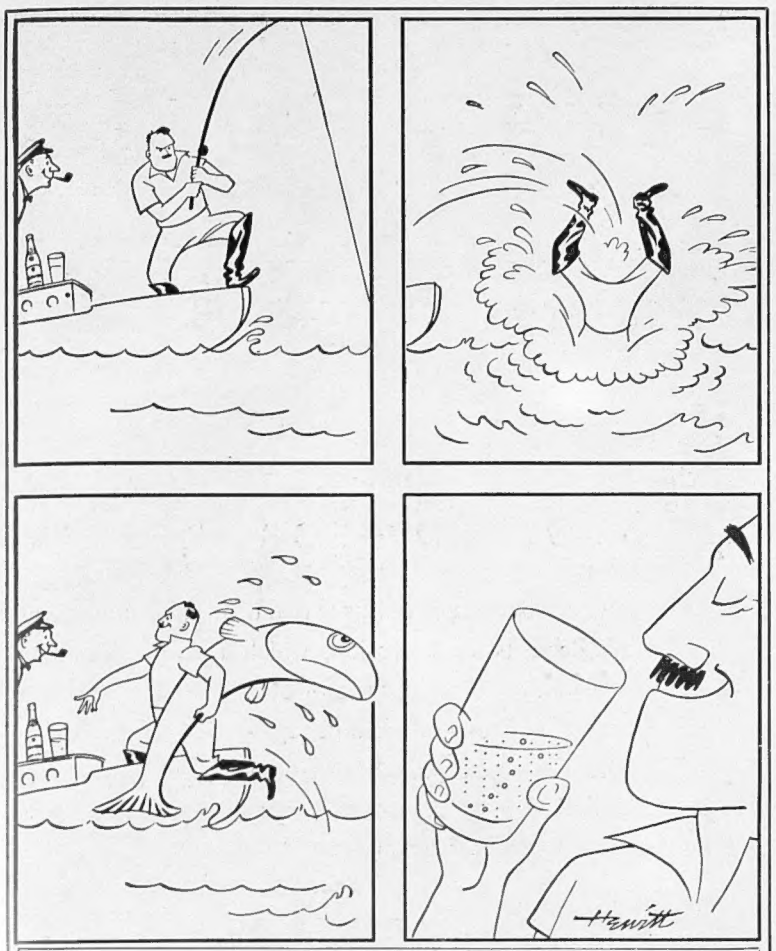

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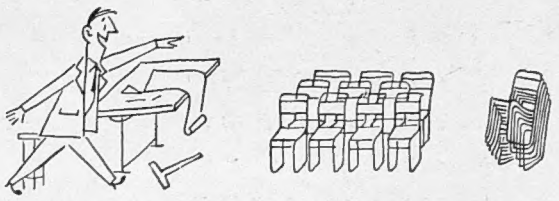

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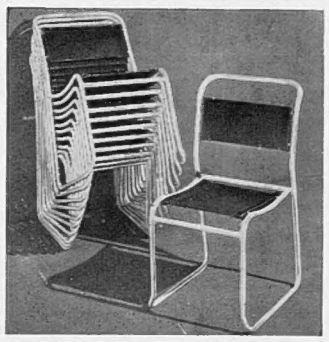

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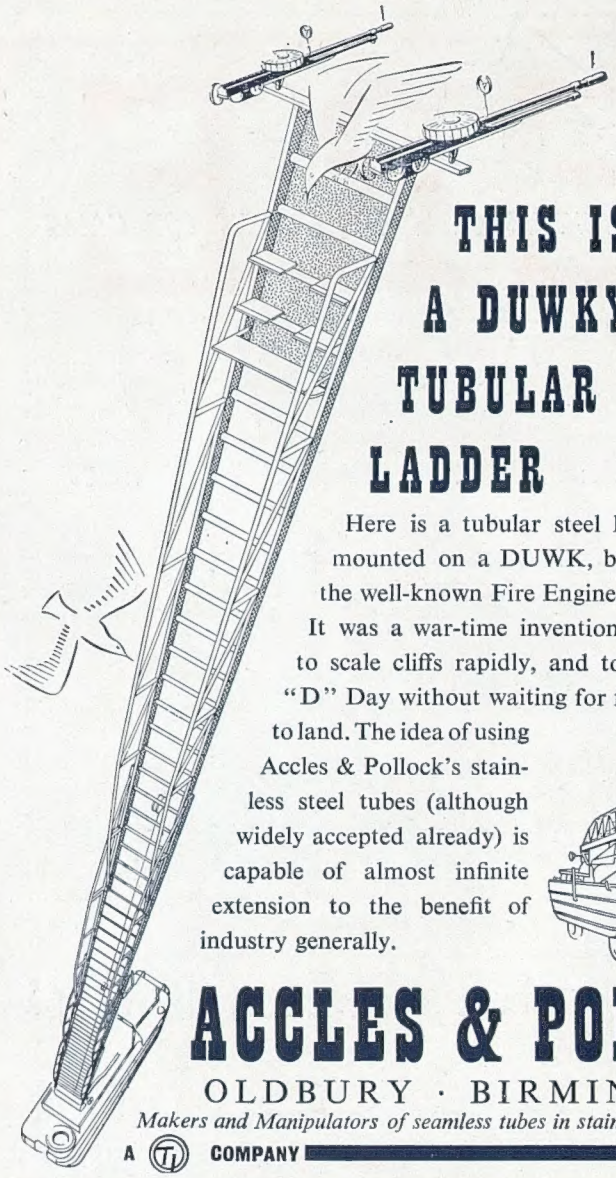

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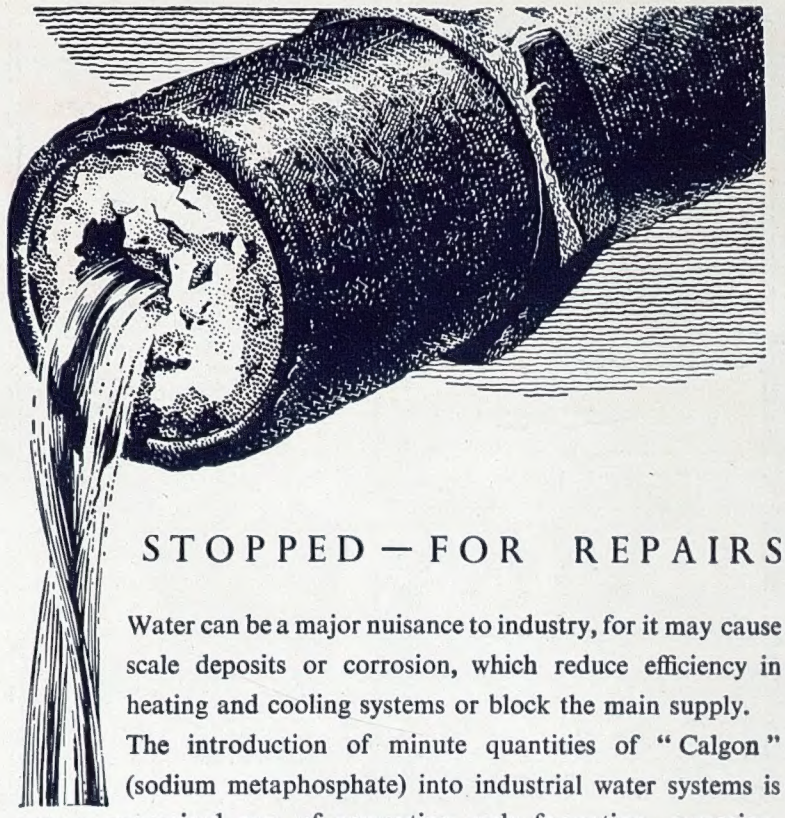

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